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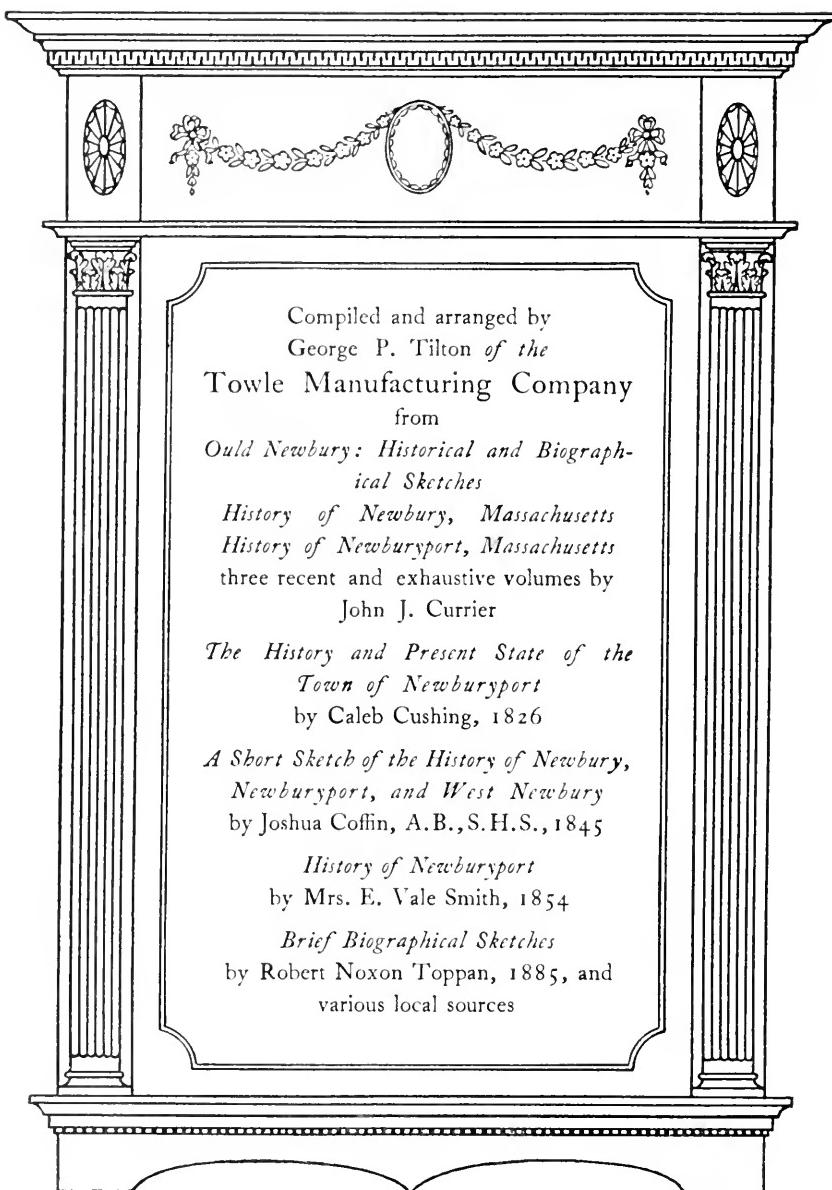
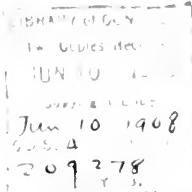




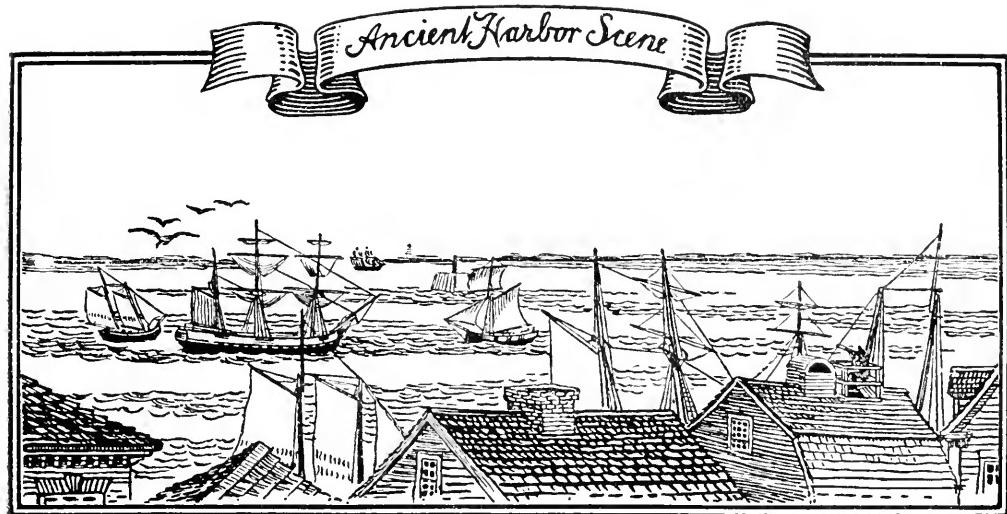
THE
of The
TOWLE MFG. COMPANY
SILVERSMITHS

Which is intended to Delineate and
Describe some *Quaint and Historic*
Places in NEWBURYPORT and Vicinity
and show the *Origin and Beauty* of
the COLONIAL Pattern of Silverware

THE FIFTH EDITION



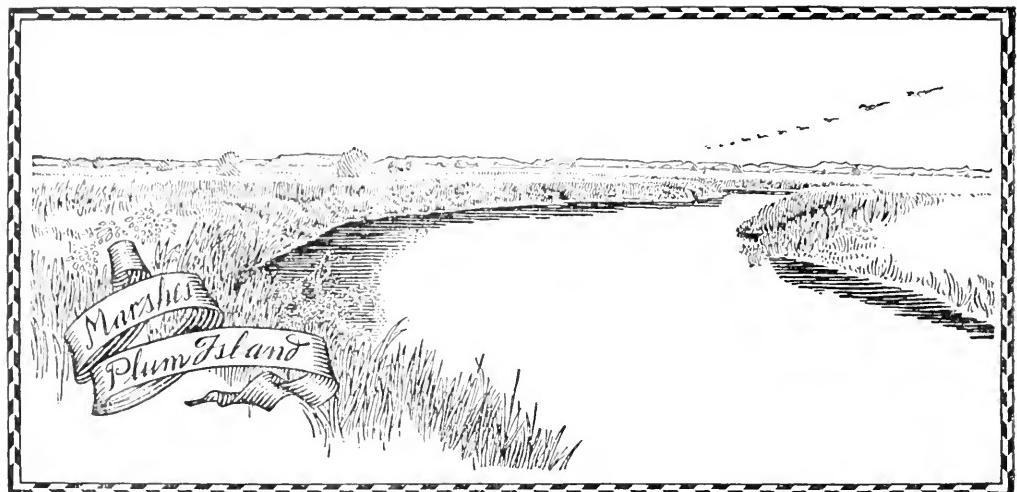
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THE history of Newburyport is variously written, and its public affairs amply recorded; but this mass of material, precious as it is, only suggests the wealth of romance centering about the old town, locked up in journals and log-books, or fading away in the memories of a few relicts of earlier and more picturesque times. The ideals of to-day, here as everywhere else, are properly business and progress on the lines of modern opportunities; and this is the same spirit of enterprise which led our progenitors of seventy-five or one hundred years ago to their undertakings by sea and land, and brought them riches and renown in such generous measure. That they are interesting and picturesque is merely incidental; their purpose was as matter-of-fact and practical as any to-day, and as well attained; but time and changed customs lend charm to their personalities, while many of their deeds are records of bravery and greatness that would be memorable under any conditions.

The Puritan exodus of the early seventeenth century brought from England the colonists who founded the town of Newbury, from which Newburyport was later set off. Persecuted at home for their unwillingness to conform to the ritual of the established church, they chose to cross the ocean in the small vessels and with the scant knowledge of that day and endure the dangers and privations of a wilderness that they might have freedom to worship God in a simpler way than that prescribed for the Church of England.

In the spring of 1635 the nucleus of the band, which had reached Boston the previous summer and had gone forward to Ipswich, was joined by later arrivals and together they made their way by water to the north bank of a pleasant stream which the Indians called Quascacunquen because of a waterfall a few miles inland. The outlet of this river, which the settlers renamed the Parker in honor of the Reverend Thomas Parker their spiritual leader, is protected from the severities of the ocean by the marshes and sand dunes of Plum Island, and near it the voyagers landed to take possession of their grant. With few materials but those of the surrounding forest—harboring wild beasts and hostile Indians—they applied themselves to building habitations against

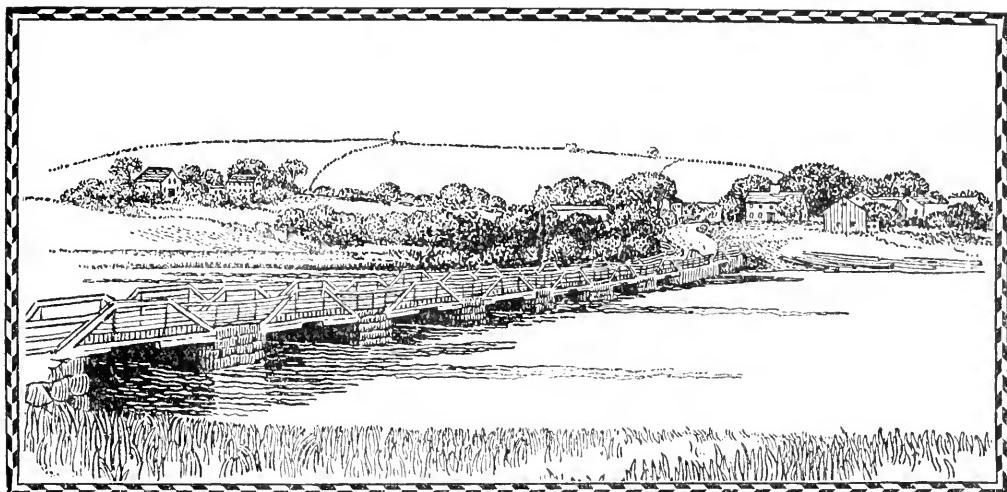


Plum Island Marshes with Sand Dunes in the distance. This island is about nine miles long and lies between the Merrimac and Ipswich Rivers

the bleak New England winter, and to the cultivation of crops indispensable to their sustenance. In this community were graduates of Oxford University and men of means who ably directed its affairs, chief of which was the systematic parceling of the land according to the requirements of each and his ability to develop it, and it is noteworthy that in many cases the descendants of these pioneers still occupy their allotments, which are among the most prosperous farms of the region. Cattle were imported from Holland for stock raising on a large scale and thriving "plantations" as they were then termed, were soon established which were incorporated under the name of Newbury, from Newbury in Berkshire, England, where the Reverend Thomas Parker had lived, and duly represented at the General Court held at Boston to administer the affairs of Massachusetts Bay. That they labored wisely and well is evident; but the story of their trials and achievements is a reproach to the cynic of to-day, who reaps with little labor the benefits for which they struggled and hoped, but of which, for the most part, they had little realization.

The growth of the town was to the northward, and soon from the shelter of the "Oldtown" hills the settlement stretched along the bank of the Merrimac, and, embracing eagerly the opportunities it offered, encouraged maritime enterprises in every way, until with the building of wharves and the establishment of ship-yards began the era which was to give Newburyport its real power and position. The small vessels for fishing became numerous, and were followed by larger and more pretentious craft, which carried to foreign ports the products of the country, and brought back the rich goods and outfitting needed in the rapidly growing community, or distributed through surrounding and inland towns. Through this commerce came wealth and culture, which were reflected in the magnificent living of the rich merchants, while the numerous ship-masters returned from foreign lands with minds broadened and stimulated by contact with other peoples and with tastes that greatly modified the old Puritan customs.

The differing interests of the "waterside" as the later settlement was at first called, and the farming districts of "Old Newbury" which enclosed it, gave rise to a reasonable desire on the part of the merchants and artizans of the former to establish a separate government more completely suited to their sec-



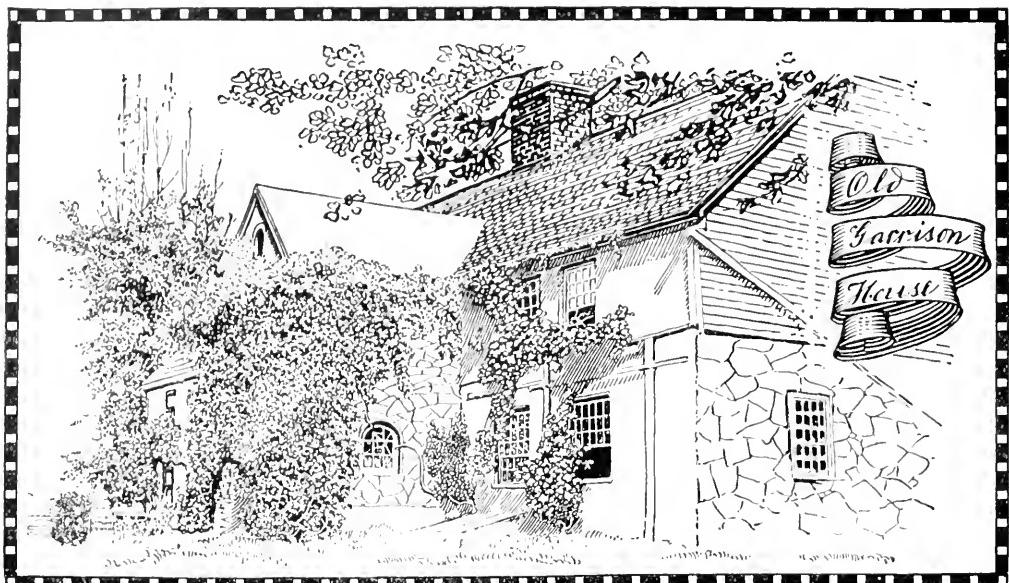
**Oldtown Hill and Bridge over the Parke River near
the landing place of the first settlers of Newbury**

tional requirements, and as a result of consequent measures the town of Newburyport was set off and incorporated in 1764. At the time of its incorporation the town of Newburyport was rapidly expanding its commerce and manufacturing industries, and its people were keenly alive to all questions and matters pertaining to the country in general. As a part of Newbury it had furnished troops for the Indian and Colonial wars, and soon after its separation it was aroused by the disturbances which led to the Revolution, its interests being especially affected by the requirements of the Stamp Act which it was among the first to resent by public demonstrations. With the outbreak of the war patriotism was universal and the cause was heartily supported from the first Lexington alarm. Many troops were furnished in which were officers who gained high rank in the Continental army and whose deeds of valor are national history.

The naval forces were greatly strengthened by ships built here, and from here also numerous privateers sailed with letters of marque and returned with rich prizes to be in turn fitted out on the same errands. Many are the thrilling tales of capture, imprisonment, and escape told by the returning heroes, and it is small wonder that with the prospect of booty and adventure active young men took naturally to the sea.

Commercial activity suffered a severe blow in the embargo placed on foreign trade by the government in 1807, and while it lasted shipping was at a complete standstill. A few years later, in 1811, came a second misfortune, in the form of the great fire which in one night destroyed sixteen acres of the business district, including nearly all the public buildings and institutions. Though in a measure soon recovered from, these calamities seriously checked the advancing prosperity, and though there were yet large importing interests they failed to reach their former importance, and have now, with changed methods of transportation, almost entirely disappeared. In their place have come mills and factories with their attendant needs and influences, bringing a larger if not a wealthier population, and it is by these that the city must continue to thrive.

The manufacture of silverware is one of these factors, which, having its beginning, as shown by authentic record, in the modest enterprise of William



Spencer-Pierce or "Garrison House," Little's Lane, Newbury, built 1670

Moulton in 1689, has steadily developed until it is now one of the most important industries, and it is especially fitting that a Colonial pattern of spoons and like tableware be produced where one of the first silversmiths of the country worked, and established a business which has been continued without interruption to the present day.

During this eventful history many men have arisen here to be enrolled among the world's acknowledged benefactors, and movements of local inception have attained national and world wide importance.

The growing interest in such matters fostered by historical societies, improvement societies, and the various organizations of descendants of Revolutionary patriots, is a marked sign of the times, and to such it is hoped these pages will appeal. To those who visit Newburyport, they will serve as an introduction; and others, though far away, may realize some of the beauties and attractions of this old New England city.

THE EARLY WARS.

IN the foregoing sketch we have briefly touched upon the part of Old Newbury, and later, Newburyport, in our country's early wars. Their record in the establishment and defence of our National government can be but outlined here, yet however incomplete this account, it seems fit at a time of such wide awakening to the glory of our past, when individuals recall with justifiable pride the services of patriotic ancestors, that the notable accomplishments, and not less glorious though ineffectual efforts of a community, be indicated for the many to whom the full history is not available.

In the early expeditions against hostile Indians, Newbury took an important part, from the Pequod war, two years after the first settlement, in which the town furnished one-fifteenth of the Massachusetts quota; the King Philip war, in which more than one-half its eligible inhabitants were enlisted; the French and Indian war, when a part of its expedition against Cape Breton was cast



Curson's Mill on the Artichoke River, an early institution

away and lost; to the war with the Norridgewocks, which was terminated by the killing of Sebastian Rallé, their French leader, by Lieut. Jaques.

During the frequent wars between France and England, while this country was still a province, many men went from here, to fight in England's cause on the Canadian frontier. Chief among those were Col. Moses Titcomb, Capt. William Davenport, and Nathaniel Knapp. The former, serving in many campaigns under Sir William Pepperell, took part in the capture of Louisburg and the battle of Crown Point, where he was shot while directing his regiment in most effective operations. Capt. Davenport raised companies and served in two campaigns, being with Gen. Wolfe on the plains of Abraham, and a few days later at the surrender of Quebec.

It was reserved, however, for the thrilling issues of the war of independence to call forth the universal and unwavering patriotism of the residents of Old Newbury. The story of pre-revolutionary agitation in Newburyport is one of steadily threatening protest, from the first application of the Stamp Act. As early as 1765 a stamp distributor was hung in effigy, while visiting strangers were subjected to rough handling, if they were not quick to proclaim their antipathy to this measure. Such treatment was perforce exercised upon strangers, if at all, as in this town only four persons were suspected of loyalism and of these there was proof against but one, who died before the call to war which would have revealed his position. This was a record perhaps unequalled.

From that time to the actual outbreak of hostilities, Newburyport was in a ferment of restrained rebellion; this unity of opinion and harmony of action would have been impossible in a lesser cause, and was the more remarkable when we consider that such action meant the sacrifice of a large part of the town's greatest interest, her commerce and its dependent shipbuilding, and that the rejection of British goods meant the retirement of the many vessels in that trade.

This was the actual result; but instead of turning the people from their elected course it added to their determination, and they organized to prevent possible smuggling of the detested commodities. Under the wise and temperate



Bombshell brought from Louisburg by Nathaniel Knapp, in 1758

leadership of the Committee of Safety, they corresponded with neighboring towns and the remoter colonies, and when the first blow was struck at Lexington it found them ready and impatient for the great struggle for civil liberty.

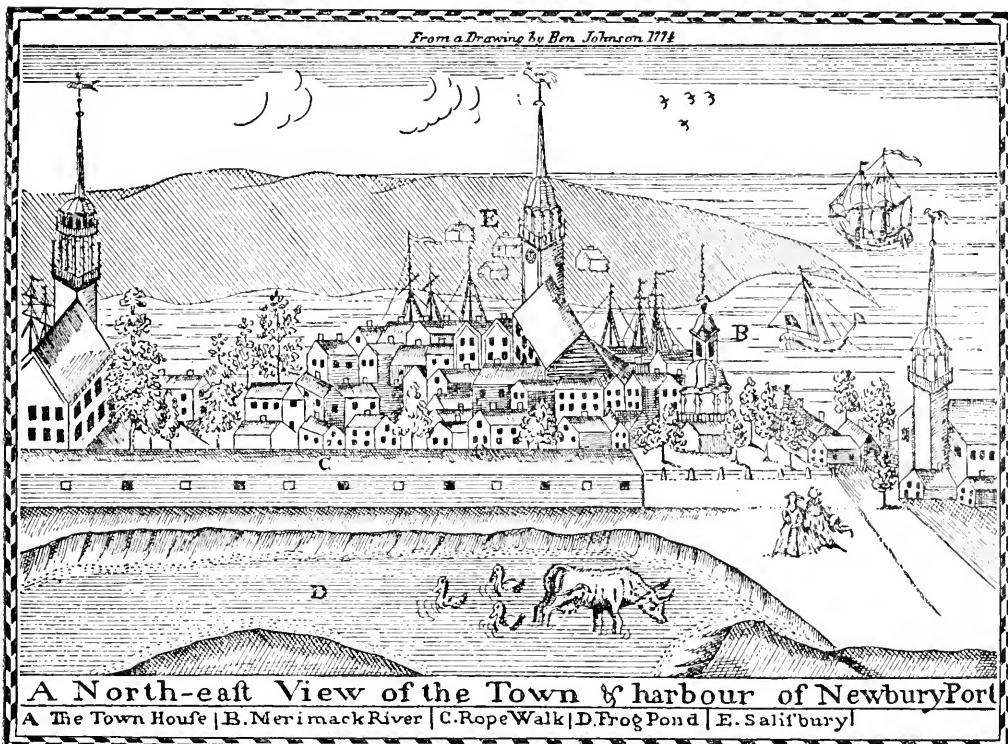
It was eleven o'clock at night on the nineteenth of April, 1775, when the courier bearing news of the fight at Lexington reached this town; but not a moment was lost, and before midnight the first detachment of minute-men was galloping over the road, while morning found four companies on the way to the scene of the conflict. At the termination of this alarm these companies returned, but others were soon formed for regular service in the Continental army, and did memorable work at the battle of Bunker Hill, where two cannon from Newburyport were lost.

Space forbids following these troops through this and other battles, but a few figures rise pre-eminent, and no account, however slight, would be complete without them.

Col. Moses Little was in command of a regiment in many important battles of the Revolution, beginning with Bunker Hill, where he was officer of the day when Washington took command. On account of ill health brought on in the service, he declined the commission of brigadier general, and the command of a special expedition raised by the Commonwealth of Massachusetts.

Col. Edward Wigglesworth was appointed to a regiment early in 1776, and served with distinction for three years, when he was retired at his own request. He took a prominent part in Arnold's expedition on Lake Champlain, being third in command, and materially aided the retreat of the flotilla when it was hemmed in by the enemy.

Captain, afterward Major, Ezra Lunt was another who served at Bunker Hill, and it is asserted that his company was formed in the broad aisle



A quaint but impossible view of a part of Newburyport

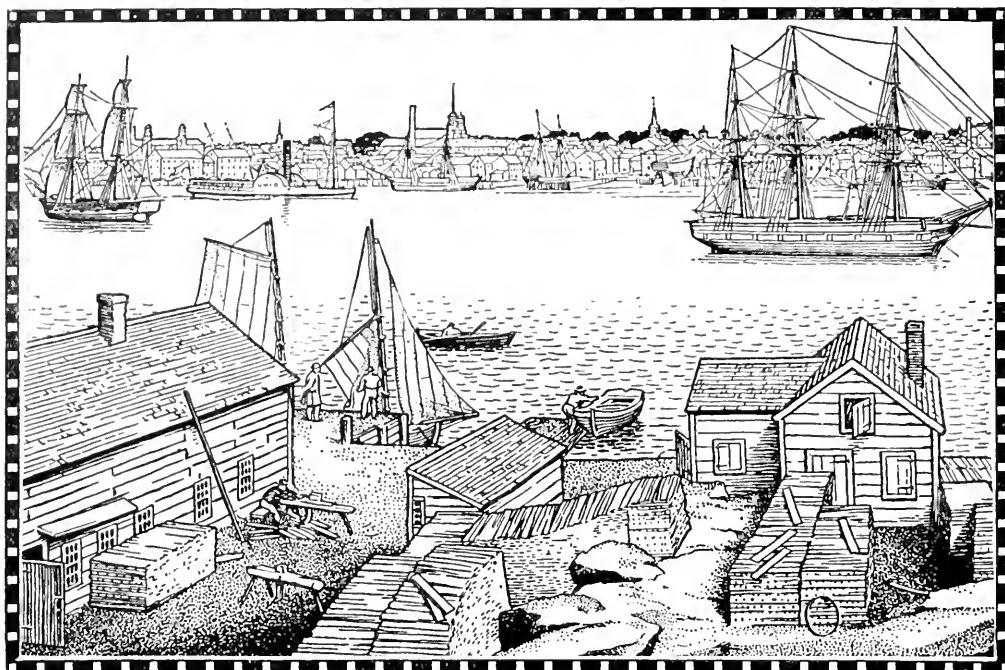
of the Old South church at the close of a sermon, in response to the pastor's appeal for volunteers; and that it was the first volunteer company of the Continental army.

Jonathan Titcomb was made brigadier for service in Rhode Island under General Sullivan, and the Newburyport Artillery Company, Thomas Thomas, captain, also served in that campaign.

Here formed and embarked the important expedition under Benedict Arnold, then a valued officer in the patriot army, which, penetrating with great difficulty to Quebec, assisted Montgomery in his gallant assault.

As it was with maritime affairs that Newburyport was chiefly identified, it is to the sea that we must look for her most brilliant and individual victories. Congress soon realized that our shipping was being rapidly exterminated by the armed vessels of the enemy, and issued letters of marque to assist the feeble and barely established navy in retaliating for these encroachments; ship owners here were quick to accept these privileges, and many privateers were fitted out and manned, often by the flower of the town's youth; one of these, the Yankee Hero, the second of that name, sailing in 1775 under Capt. James Tracy, with twenty guns and a crew of one hundred and seventy men, including fifty from Newburyport's first families, was never afterward heard from. The spirit that animated these bold mariners may be judged from the announcement made on the occasion of prayers in church for the success of the "Game Cock," the first privateer to sail out of any port, that she hoped to "scour the coast of our unnatural enemies," though she was a sloop of but twenty-four tons. She sailed from Newburyport in August, 1775, and brought several prizes into port.

It would be difficult to estimate the number of these privateers, but that they were numerous and successful will be understood when it is stated that



A Nineteenth Century view of Newburyport

twenty-four ships of which Mr. Nathaniel Tracy was principal owner, with a tonnage of 6,330 and carrying 2,800 men, captured from the enemy one hundred and twenty vessels amounting to 23,360 tons, and which with their cargoes were sold for three million nine hundred and fifty thousand specie dollars. Mr. Tracy was also principal owner in one hundred and ten other vessels, twenty-three of which were letters of marque. These vessels were closely allied to the regular navy, which was now gaining strength, and we find the same men alternating between the command of privateers and government vessels, as the fortunes of war permitted.

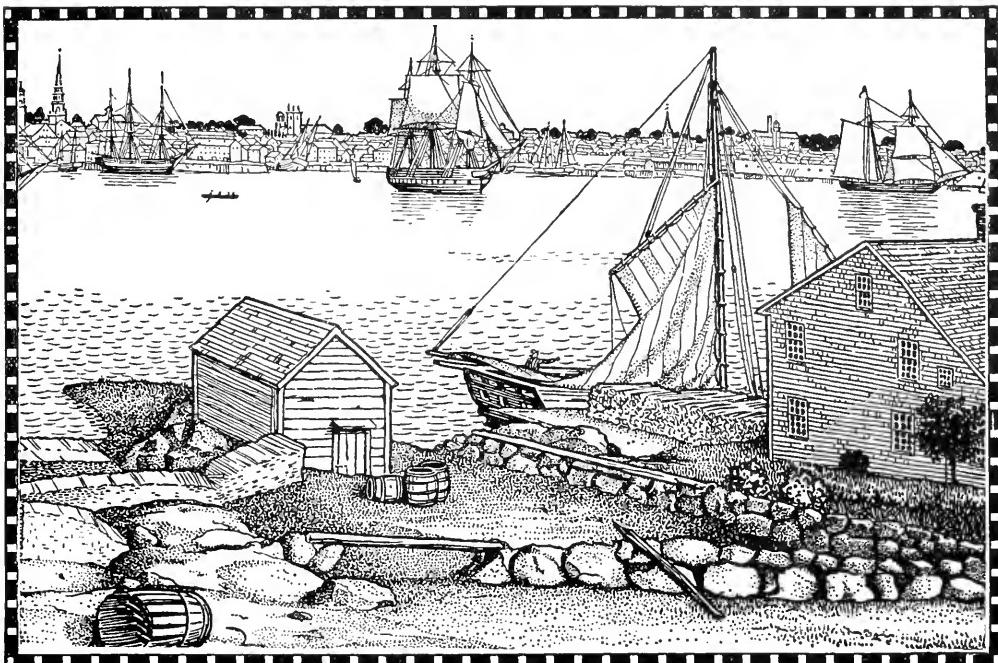
In August, 1775, the schooner *Diligent* and the sloop *Machias Liberty* were armed and equipped here and employed by the General Court to protect the Massachusetts coast until more efficient warships could be obtained.

The frigates *Boston*, *Hancock*, and *Protection*, and the brig *Pickering*, were built here, as well as the sloop of war *Merrimac* which was built by subscription and tendered to the government, when its funds were reduced, to be paid for at a very low price when convenient. She was commanded by Capt. Moses Brown of this port, a remarkably gallant sailor, and during the five years that she was in commission made many important captures.

The warships *Warren* and *Alliance*—named in honor of the memorable treaty with France and first employed to convey Lafayette to his native country—were also built on the Merrimac, just above Newburyport, and were fitted out at this place.

The name of Paul Jones, the intrepid and irresistible “Citizen of the World,” as he later styled himself, whose brilliant prowess was developed in the service of the United States, is connected with Newburyport through two of his ablest lieutenants, Henry and Cutting Lunt.

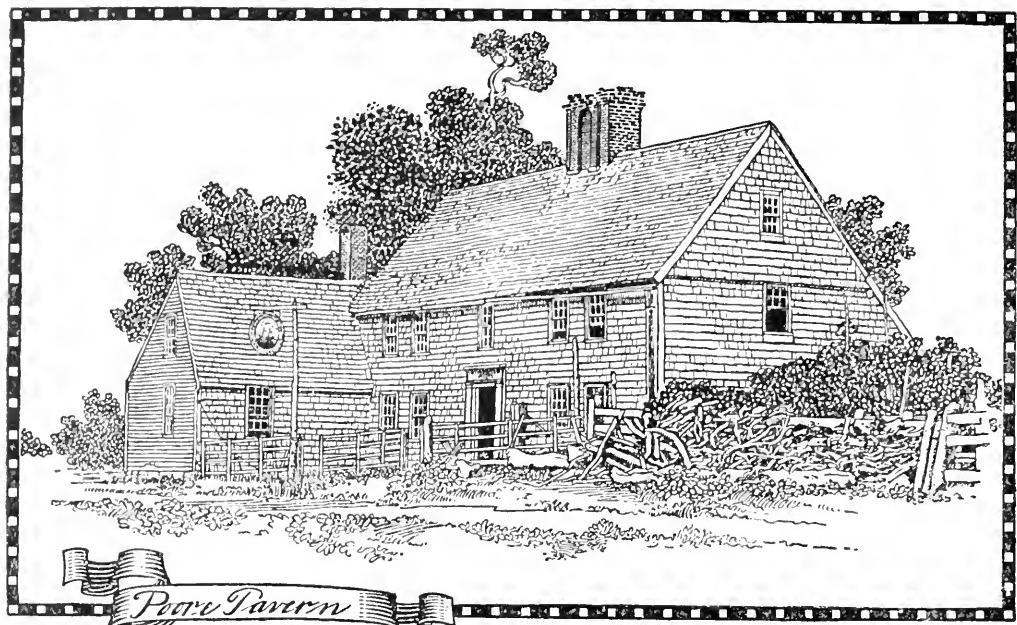
The messieurs Lunt, cousins, first shipped in the brig *Dalton*, Captain Eleazer Johnson, which sailed, with a crew of one hundred and twenty men,



from King's Island, Salisbury

November 15, 1776, was captured the twenty-fourth of the following December, by the sixty-four-gun man-of-war *Reasonable*, of the English Navy, and her crew cast into Mill Prison, Plymouth, where they remained, and suffered great hardships, for more than two years, and were finally released through the efforts of Benjamin Franklin. During this time Charles Herbert of Newburyport, one of the number, wrote a journal which he preserved in spite of the close inspection to which they were subjected. After his death this journal was published and forms a most interesting and valuable record of life in an English prison. Henry and Cutting Lunt, on obtaining their liberty, went to France and enlisted as midshipmen with Paul Jones, on the *Bon Homme Richard* then fitting out at L'Orient. They were speedily promoted to lieutenancies, and served their able commander, whom they greatly admired, in many of his fiercest engagements, including that with the *Serapis*. It was in this terrible battle, when Commodore Jones was fighting against heavy odds, that his success was almost reversed by the traitorous act of his subordinate, Captain Landais. The latter was in command of the ship *Alliance* before mentioned, and, inspired by jealousy, continued under the presumable excuse of firing at the enemy, to rake the decks of the *Bon Homme Richard*, in spite of the frantic signals of the latter. Many Newburyport men were in the crew of the *Alliance* at that time, and were thus obliged to fire on their friends and townsmen. When Paul Jones was recruiting for a frigate building for him at Portsmouth, he came to Newburyport to engage Henry Lunt, and expressed great regret when he found that Lieutenant Lunt had sailed on the letter of marque ship *Intrepid*, of this port. He remarked that he would prefer Mr. Lunt to any officer he had ever known. Many seamen from Newburyport also served under Jones in the *Ranger*, *Bon Homme Richard*, *Alliance*, and *Ariel*.

While men-of-war and privateers carried brave men to seek the enemy abroad, those left at home were far from idle. Forts were established and



Poor Tavern

One of the first Taverns in Newbury

maintained at the mouth of the river, and ship-building was very active, while the English ship Friends, which had mistaken this port for Boston, was captured off the bar, by the stratagem of adventurous spirits who had observed her actions from the town and boarded her in open boats.

In the gathering of munitions of war Newburyport was of much service to the State, and on several occasions was able to supply cannon and gunpowder in considerable quantities. In the early days of the struggle, before the arrival of special importations the town was called upon by the provincial congress to send several barrels of powder to Cambridge, which the committee of safety was loth to do, as they felt that their small store was needed to furnish the batteries erected on Plum Island for the defense of the harbor. Their reply, however, expresses the following remarkably unselfish sentiment:

"We are, therefore, very loath to part with the little we have unless the public cause renders it absolutely necessary, in which case we shall readily give up the last ounce, the destruction of this Town being a trivial matter in our estimation compared with a final defeat of the army."

On the seventeenth of June, 1779, three British warships entered Penobscot Bay and took possession of the town of Castine. News of this invasion reached Newburyport soon afterward and an address was immediately forwarded to the General Court, at Boston, noting the fact and urging an expedition to recover the port, together with an offer of four ships mounting seventy-two guns to be manned and equipped for this purpose within a week. The Board of war were already planning such an expedition and the proffer was gratefully accepted, the ships being ordered to rendezvous at Boston. The fleet, comprising thirty-seven vessels, sailed on the tenth of July, but various delays proved fatal, and the Americans were driven up the Penobscot river by a large British fleet which suddenly appeared just as an assault was about to be made. Many ships were burned to prevent their capture, and the officers and crews made their escape through the forest as best they could. Much suffering resulted and Newburyport sent a vessel to the Kennebec with provisions for the relief

of the refugees, also contributing largely to defray their further expenses in reaching their homes. Had the affair been directed with the vigor that characterized Newburyport's initiative a different result would have been probable.

The following, from the reply to the communication of Tristram Dalton and others of the Committee of Safety shows the current appreciation of Newburyport patriotism :

WAR OFFICE, 30th June, 1779.

TRISTRAM DALTON, Esq.

Sir: — Your Favor of the 27th Instant we received & are happy in noticing the Spirited Exertion of the Gentlemen in Newbury Port which have given animation to all who wish to promote the present important Expedition, the Success of which we are in opinion with you, depends on an early & vigorous attack. * * * We wish to pay the Tribute of applause so justly due to the disinterested & strenuous efforts now making by the worthy Gentlemen of Newburyport but the great hurry of office at this critical junction must be our apology for the omission; however we must add that it evinces that genuine regard to the Glorious cause in which we are all embarked, for which the Citizens of that Town have ever been distinguished.

We are &c

By order of the Board

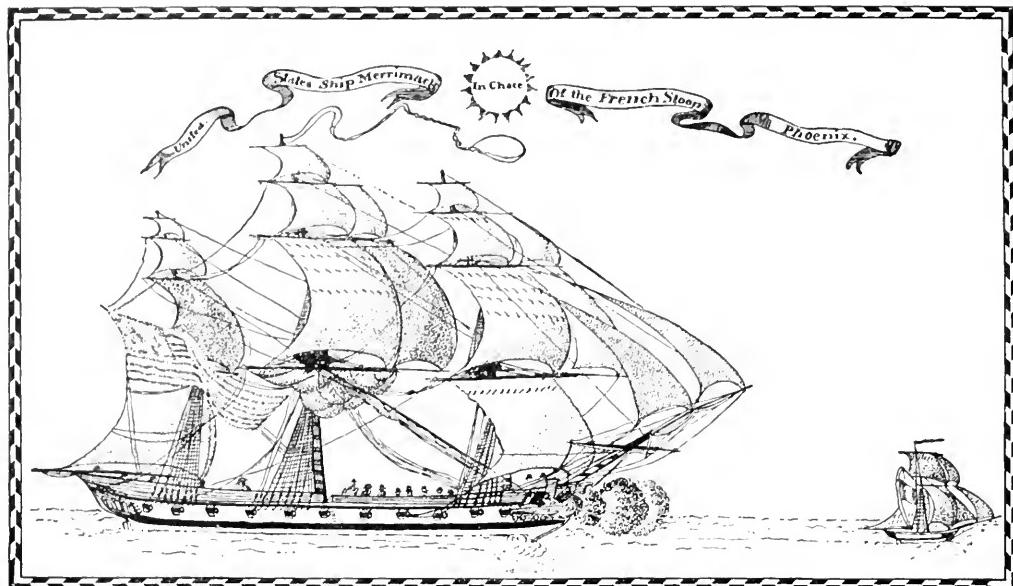
SAM'L PHIPS SAVAGE, *Prest.*

The war of 1812 found Newburyport just recovering from the fire of 1811, and the paralyzing Embargo of previous years. In striking contrast to their war spirit in the Revolution, the people of this town were almost unanimously opposed to this second war with England, and this not for reasons of mere commercial policy, however much they needed business, but on the ground that such a war was unjustified, and that the differences might easily be settled in other ways. An address adopted in full town meeting was sent to the legislature of Massachusetts, in which they declared their willingness to stand by the Constitution and defend their rights, and their equal unwillingness to take any aggressive part in the proposed war. These sentiments were in the main adhered to throughout hostilities, and in pursuance of them, forts were manned at the mouth of the Merrimac and at other points on Plum Island, which served to keep at bay several English ships that hovered around this part of the coast in the hope of destroying the sloop of war Wasp and gunboats Number Eighty-one and Number Eighty-three, then building here.

Though privateering shared to a great degree the unpopularity of the war, a considerable number were fitted out here, some of which made brilliant records. Chief among these was the brig Decatur, Captain William Nichols, which, during two weeks of one voyage, captured eight vessels, four of which

were armed. Earlier in the war Captain Nichols was in command of the merchant ship Alert, which was taken by the British man-of-war Semiramis, and ordered to Plymouth under guard from the latter. Before reaching that port, however, Captain Nichols and his men regained control of the ship and imprisoned the British seamen in the hold. Unfortunately, they soon fell in with another British ship, the Vestal, which





From a drawing made by one of the crew

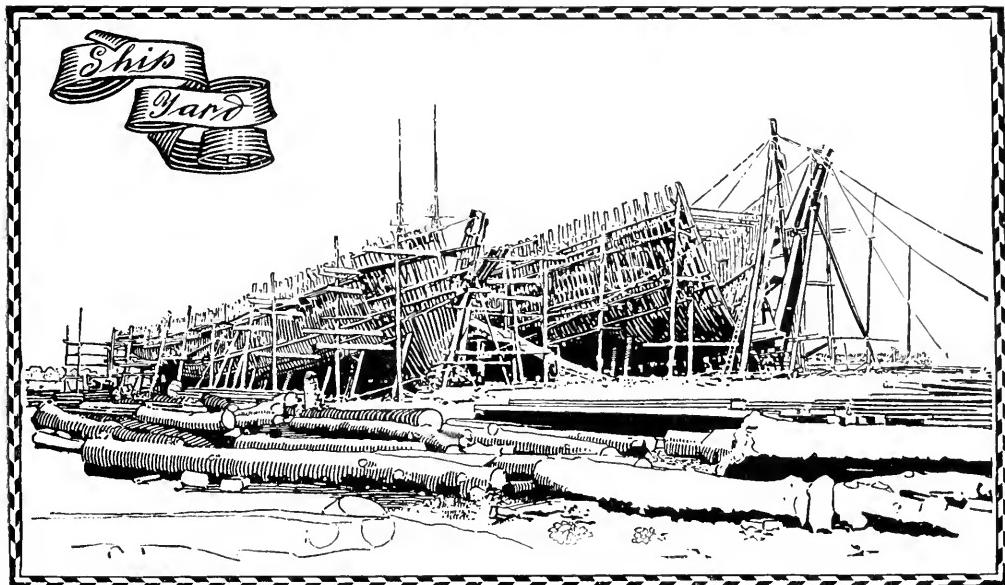
again took them and carried them to Portsmouth, England. This may have determined Captain Nichols to his latter course which was of undoubted service to the National cause.

Privateering, though apparently very remunerative during the war of the Revolution, did not prove so in the end, except as it stimulated business for the time being, and the enormous fortunes gained by individuals were much reduced by later losses and contributions to the expense of the war. In addition to the many merchant ships captured by the English, twenty-two vessels, carrying over one thousand men, sailed from here and were never afterwards heard from.

In the eight years from the battle of Lexington to the proclamation of peace, Newburyport raised for current expenses \$2,522,500, which was eighty-five times the aggregate of appropriations for an equal period immediately preceding.

It was at first intended to print here the names of all who served in the Revolutionary wars, from Newbury and Newburyport, but the impossibility of this becomes apparent when we find that in the neighborhood of fifteen hundred were in the army alone, at one time or another; while the number of those that were in the navy or privateers would be difficult even to estimate. In place of this, the publishers of this book will freely send to any of Newbury or Newburyport ancestry, all available record of any name submitted, or will, in any other way possible, identify early patriots.

ALTHOUGH commerce and ship-building were the chief industrial interests of Newburyport in its early years, invention and manufacturing were by no means absent. Reference has been made to the antiquity of silversmithing here, and much more might be said of the extent of this industry, and the variety of articles manufactured. Some of them, as for instance silver shoe-buckles, are now obsolete, while silver thimbles and necklaces of gold beads, though still used, are not commonly the product of silversmiths. In 1824, machinery was invented here for the manufacture of silver thimbles, and an extensive business was developed in this line, but it has long since ceased to exist.



One of the North End Ship Yards

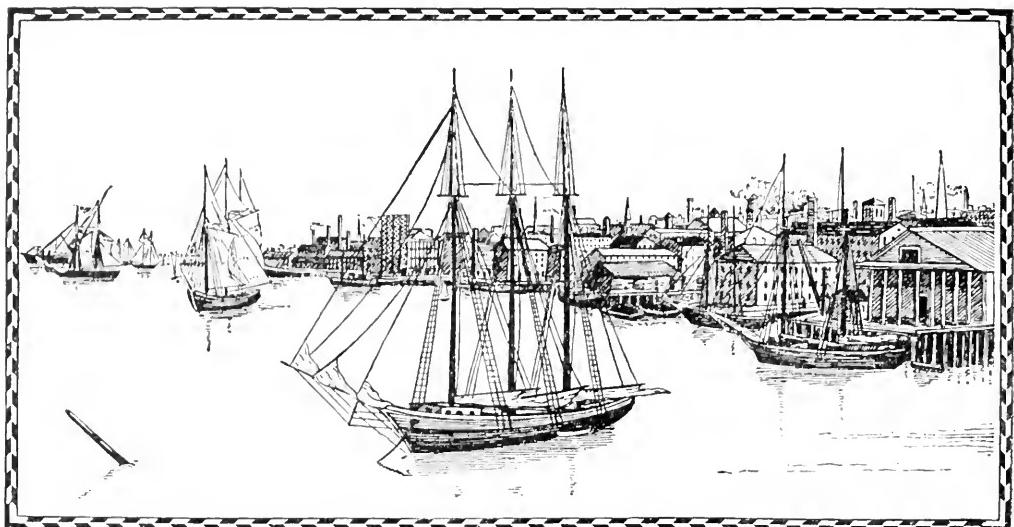
Many instances might be cited of great men who were trained as gold or silver smiths, but whose talents afterwards enriched other branches of art or science. In the old world, Cellini and Michael Angelo were prominent examples, and, later, Paul Revere arose in this country and rendered important services for the welfare, comfort, and prosperity of a struggling people. In like manner, Jacob Perkins, an early Newburyport silversmith, was too richly endowed with ideas and ambition to limit his efforts to a narrow field. When he was but fifteen years of age the master to whom he was apprenticed died, and he was left in charge of the business, but through his skill in engraving he was engaged at the age of twenty-one to make the dies for the Massachusetts mint and from that turned his attention to designing machinery for coining the money.

He was born July 9, 1766, and died July 13, 1849, after a life of versatile activity in the mechanic arts and sciences, where, in the face of triumphs that would have satisfied many, he continued to turn from one problem to another, gaining new laurels from each. One of his most important inventions was a machine for making nails, produced when he was but twenty-four years of age. At that time all nails were forged by hand, and a good workman could produce one thousand in a day. With his perfected machines, the daily product of one man was increased to ten kegs, of one hundred pounds each.

He associated with himself Messrs. Guppy & Armstrong, of Newburyport, who built the machines, and together they established a manufactory at Newbury Falls, a part of the town now called Byfield, where water-power was available.

In the following extract from an advertisement in the Impartial Herald, Newburyport, 1795, we catch a glimpse of business methods in those days of quaint customs:—

The patentee would inform the public that they have begun the manufacture of brads, and will have a considerable number in fourteen or twenty days. As some will naturally think they cannot supply the whole continent and will there-



A late view of the water front

fore order from abroad, they would say that they have three engines which will make thirty-six hundred thousand weekly, and will add one engine each month.

N. B. A few whitesmiths may have constant employ and liberal wages.

Proprietors { Jacob Perkins, Inventor.
Guppy & Armstrong.

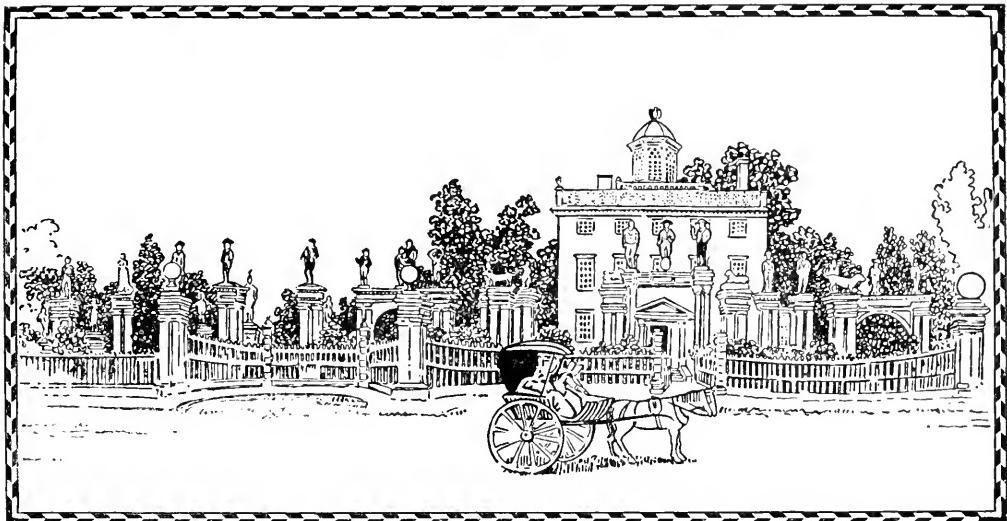
To follow in detail all the enterprises and achievements of Jacob Perkins would unduly extend this article, and we can only briefly refer to the most important.

During the war of 1812, he was employed by the national government in the construction of machinery for boring out old and honey-combed cannon, and he invented a steam gun that discharged one thousand balls a minute.

He demonstrated the compressibility of water, inventing the Piezometer for this purpose, and also invented instruments for measuring the depth of the sea, which he described in a treatise published in London in 1820. He also experimented on new types of the steam engine, in some employing steam at a pressure of 65 atmospheres, or 975 pounds to the square inch.

He invented a stereotype check-plate for the reverse of bank-bills, designed for the prevention of counterfeiting. This was very successful, there being no record of an attempt to counterfeit it, whereas the practice had been very common with those previously used.

He made great improvements in the method of hardening steel and particularly applied these to the production of more durable printing plates. His process, which is still in use, made possible the hardening of the most delicately engraved plates without injury, and in 1819 he went to London to bring it to the attention of the directors of the Bank of England. They desired to use the process but declined to pay the stipulated price and the bank did not get the benefit of it until the patent expired. Other banks and business houses did purchase rights however, and Mr. Perkins spent the remainder of his life in London, where he was known as the "American Inventor" and was honored with the medals of the Society of Liberal Arts.



"Lord" Timothy Dexter's residence, built in 1771

Another industry inaugurated by Newburyport capital was located at the falls in Byfield. This was the Newburyport Woolen Company, established in 1794, the first company incorporated for that business in the state, and by some authorities named as the first woolen manufactory in America. The carding and other machines for its equipment were built by Standring, Guppy, & Armstrong, in Newburyport, being set up in "Lord" Timothy Dexter's stable; and were the first made in this country.

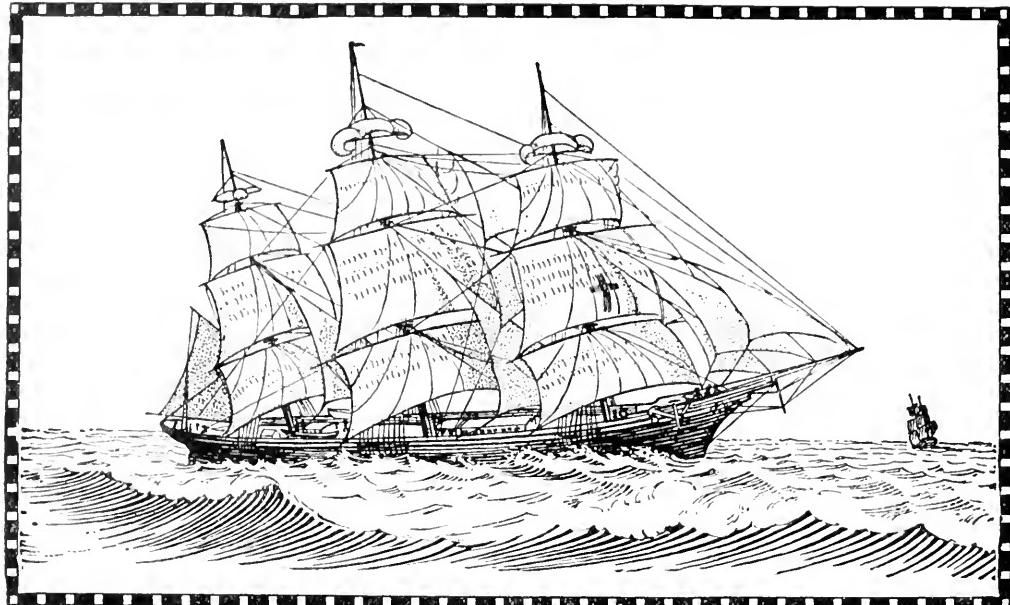
At Newbury a fulling mill had been in operation since 1687, when it was established by Peter Cheney, who sold it to John Pearson, by whose descendants it was operated as a fulling mill and blanket factory until destroyed by fire. It was succeeded by the present mill, established by the Pearsons, who are most prominently identified with this industry.

At Byfield, also, machinery for making wooden shoe-pegs was invented by Paul Pillsbury. This article completely revolutionized the manufacture of shoes.

Other industries that at the beginning of this century contributed largely to Newburyport's prosperity, were: Cordage-making, employing fifty hands; boot and shoe making (Newbury and Newburyport together), employing upwards of one hundred and fifty hands, these being scattered in the little shops that dotted the country in that day; comb-making, the product of which was nearly \$200,000, annually; tobacco-manufacture, in the form of snuffs and cigars; tanning; morocco-dressing; wool-pulling; carriage-building; and not least of all, distilling. Rum was a very important commodity, freely drunk by high and low; and few advertisements of merchandise were seen without the announcement of a choice hogshead of rum, generally in large type at the head of the list. At the close of the last century there were ten distilleries in active operation here, contributing to the reputation of New England rum.

Another notable feature was Newburyport's importance as a publishing centre, and the extent of its retail book-trade.

The first newspaper here was established in 1773, by Isaiah Thomas and Henry W. Tinges, who, on December 4 of that year, issued the first number of the Essex Journal and New Hampshire Packet.



The Clipper ship Dreadnaught

As no complete record is available, only a few of the books published here can be alluded to, but some of these were of much importance.

The first system of Arithmetic published in this country was the work of Nicholas Pike, a Newburyport school-master, and was published here in 1787. This was a very comprehensive work, and was an authority for many years. General Washington expressed his gratification at this purely American product.

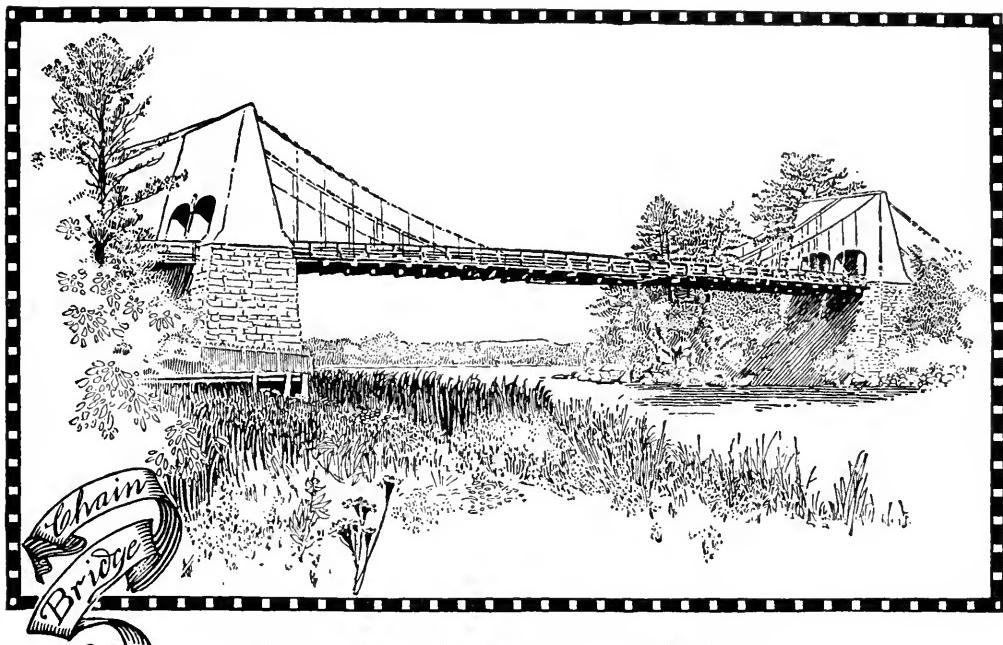
Blunt's famous "Coast Pilot" and other nautical works were published here by Blunt & March, who also issued many other volumes, including medical works, Bibles, Testaments, hymn books, and other religious works, such as "Christ's Famous Titles and Believer's Golden Chain, together with Cabinet of Jewels."

Other works were: Quarles' "Emblems and Hieroglyphics of the Life of Man," 1799, with copperplate engravings; "The Life of Nelson"; "The Life of Paul Jones"; "The Poetical Works of Peter Pindar, a Distant Relation of the Poet of Thebes"; the "Idler," in two volumes; and Volume II of "Letters Written by the late Right Honorable Philip Dorman Stanhope, Earl of Chesterfield," Volume I of which was published at Boston.

The publishers of these were Angier March successor to Blunt & March, Thomas & Whipple, and John Mycall.

An evidence of the magnitude of this business is the extensive advertising of books in the local papers of that time, and the fact that one of the stores burned in the great fire of 1811 contained a stock of \$30,000 worth of books.

Newburyport is, or has been, more or less identified with some of the most prominent educational institutions of the present, first among which is Harvard College. The town of Newbury contributed to the support of this institution in its earliest years, and had the honor of claiming its first graduate, Benjamin Woobridge of this town being placed at the head of the class of nine who completed the course in 1642. Position in the class was determined by the standing or rank of the families of members, a method in keeping with the rigid social distinctions of those days.



One of the earliest Suspension Bridges

Newburyport furnished seven professors to Harvard College, including Samuel Webber, who was made president in 1806, and Cornelius Conway Felton, who was similarly honored in 1860. Other college presidents born here were Samuel C. Bartlett of Dartmouth, Leonard Woods of Bowdoin, and Benjamin Hale of Hobart.

Dummer Academy, Newbury, was founded by Governor Dummer in 1761, and was the first institution of its kind in operation in America. It has had a notable history, and is still in a flourishing condition.

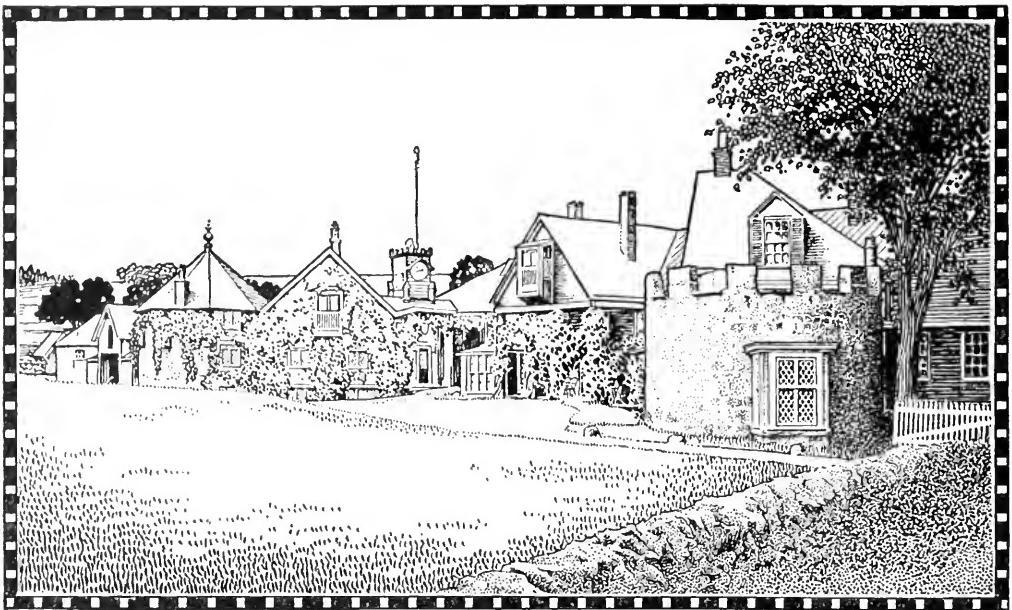
EMINENT MEN OF EARLY TIMES RESIDENT HERE, NOT ELSEWHERE MENTIONED.

Chief Justice Samuel Sewall, the subject of Whittier's poem of which the quotation on the first page of this book is the beginning, was born in England in 1652, during the temporary residence of his parents in that country, his father being Henry Sewall, one of the first settlers of Newbury, and one of the most learned and respected men of his time. He married Hannah Hull, daughter of John Hull, master of the Massachusetts Mint, referred to on another page as the first silversmith in Boston, who presented the bride with a dowry equal to her weight, in silver sixpences.

Theophilus Bradbury, a jurist of distinction and member of Congress under Washington's administration, was born here in 1739. He was also justice of the Supreme Court of Massachusetts.

Charles Jackson, a son of Jonathan Jackson, was born in 1775, and became an eminent lawyer and justice of the Supreme Court of Massachusetts.

Patrick Tracy Jackson, born in Newburyport in 1780. Merchant and originator, with his brother-in-law, Francis C. Lowell, of cotton-cloth manufacture in America. They invented machinery, and established a mill at Waltham which was in successful operation many years, and was said to be the first manufactory in the world to combine cotton spinning and weaving, under



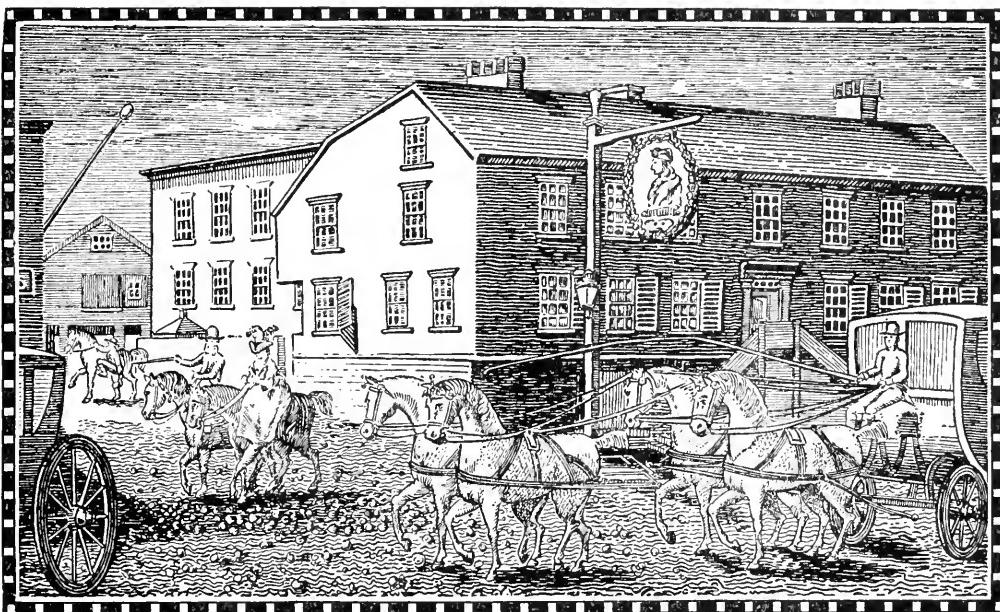
Indian Hill Farm

one roof. Later, Mr. Jackson purchased the entire site and water privilege of the present city of Lowell, which he founded, and named in honor of his brother-in-law and former partner, then dead. In 1830, Mr. Jackson, in company with Mr. Boot, conceived the project of constructing a railroad in New England, and, overcoming great obstacles, completed it in 1835. This was the Boston & Lowell Railroad, now a part of the Boston & Maine system.

Charles Toppan, the first president of the American Bank Note Company, was born in 1796, and studied engraving in Philadelphia. He was later associated with Jacob Perkins, with whom he went to England to introduce improvements in bank-note engraving. In 1858, he organized the American Bank Note Company of New York, with branches in Boston, Philadelphia, Cincinnati, New Orleans, and Montreal.

Jacob Little, son of a prosperous merchant of Newburyport, was born in 1797, and at an early age entered the employ of a prominent merchant of New York. He afterwards became a member of the New York Stock Exchange, and was the acknowledged head of the financial world of that city.

William Wheelwright, one of Newburyport's greatest benefactors, was born in 1798. He was a ship-master, and was cast away on the coast of Brazil in 1823; which led him to settle and engage in business in South America, in the development of which he became a prominent factor. He established steamship lines and built the first railroads on that continent, overcoming tremendous natural obstacles, and finally accumulating great wealth. His statue in bronze stands in the public square of Valparaiso, Chile, the gift of the people, in recognition of his achievements. He always retained his attachment for and interest in his native town, and in his will provided for the establishment of a scientific school here, when the fund, which now amounts to nearly \$500,000, should be sufficient. A part of the income of this is now used to defray the expenses of a scientific education for such graduates of the High School as desire it, some being maintained in Europe for this purpose.



The first Wolfe Tavern

Caleb Cushing, the eminent lawyer and statesman, was born in Salisbury in the year 1800, but came to Newburyport with his parents at the age of two years. He was educated for the bar, and early achieved distinction in his profession. He served four terms as a member of Congress, was minister to China and to Spain, attorney-general of the United States under President Pierce, and represented this country at the Geneva tribunal. He was also commissioned brigadier-general in the Mexican war, and held many other important offices.

Others whom Newburyport has been proud to call her sons by birth or adoption are:

Right Reverend Thomas M. Clarke, Bishop of Rhode Island, born here in 1812.

Benjamin Perley Poore, journalist and author, born in 1820 at Indian Hill Farm, Newbury, the home of his ancestors for many generations.

General A. W. Greeley, of the United States Army, commander of the Arctic Expedition bearing his name. He was born in 1844.

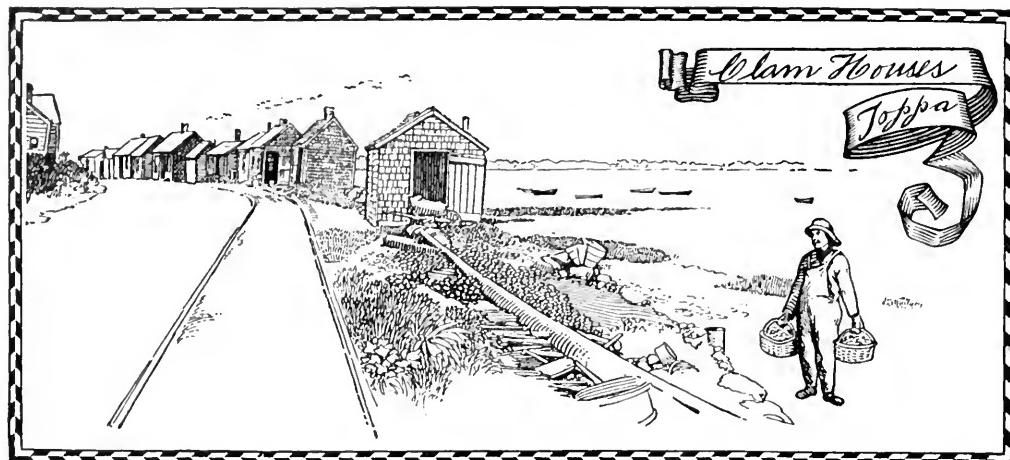
William C. Todd, founder of the Free Reading Room of this city, and donor of \$50,000 to maintain a free newspaper reading room in the Boston Public Library. Mr. Todd was born in Atkinson, N. H., in 1823; and was for many years principal of the Female High School of this city.

Josiah Little, founder of the Public Library.

Michael Simpson, by whose liberality the Public Library building was greatly enlarged and improved.

George Peabody, the famous London banker, whose benefactions amounted to millions of dollars. Mr. Peabody received his early business training here in the employ of his brother, but was obliged to leave Newburyport after the great fire of 1811, which he was one of the first to discover. He endowed the Newburyport Public Library with a fund of \$15,000.

James Parton, historian and biographer. For many years he owned and occupied the house on the northeasterly corner of High and Oakland Streets.



The picturesque centre of a primitive industry

NOTES.

The quaint old sign of the Wolfe Tavern is a pleasing reminder of the ancient institution of that hostelry, as well as a token of early patriotism and tribute to military greatness.

Captain William Davenport brought back from the plains of Abraham enthusiastic appreciation of his late commander, General Wolfe, who fell a sacrifice to bravery in the hour of his hard-earned victory. When, therefore, in 1762, Captain Davenport transformed his dwelling near the lower end of Fish (now State) Street to a tavern, he dedicated it to his lamented leader, and placed in front a swinging sign, elaborately carved, with a portrait of General Wolfe surrounded by a wreath entwined with scrolls, the whole appropriately painted and gilded. This highly decorative emblem was freely threatened with destruction, during the Revolutionary war, when only the hatred of all things British was thought of and former pride in the achievements of Wolfe forgotten. While all other reminders of royalty were destroyed, and notwithstanding the declaration of a local newspaper, that it was an "insult to the inhabitants of this truly republican town," it remained in place until destroyed by the great fire of 1811. The present sign was erected in 1814, when the tavern was removed to its present location.

Before the introduction of railroads, the Wolfe Tavern was the property, and a station of the Eastern Stage Company, which ran daily trips with relays of horses, to Boston and Portsmouth; and the arrival and departure of the stages, which, it may be noted, were all built in Newburyport, were events of considerable importance, and attended with consequent excitement. The Eastern Stage Company was the forerunner of the Eastern Railroad Company, which road is now operated by the Boston & Maine Railroad Company.

The brick building on the corner of State



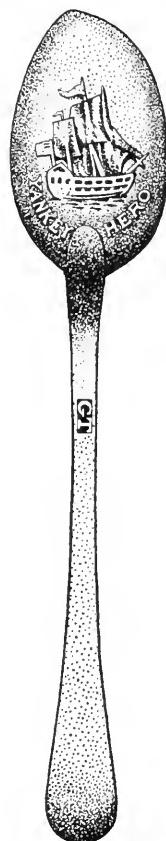
and Harris Streets, which was the nucleus of the present hotel building, was first occupied as a residence by Colonel John Peabody, uncle of George Peabody, and then a merchant in this town.

Saint Paul's Church of Newburyport has the distinction of being the oldest in the Protestant Episcopal diocese of Massachusetts, and one of its early ministers, the Right Reverend Edward Bass, D.D., was the first bishop of this diocese, which then included Rhode Island and New Hampshire.

The beginning of this parish was due to the removal of the Second Parish church of Newbury, in 1711, from its meeting-house near Sawyer's hill to a new one at the west end of the parish. The parishioners living near the old meeting-house desired to continue to worship in it, but it was torn down and removed in the night-time by a company of men and boys from the neighborhood of the new meeting-house. A new building was then begun near the site of the old one, but the dominant body of the parish appealed to the General Court to prevent this, and those concerned in its erection were formally directed to desist from their work until a hearing on the matter should be held by the Court. This was followed by a counter-petition from the builders for permission to "go on with their meeting-house," in reply to which the General Court repeated its order, to be served by the sheriff, and also ordered that officer to summon the delinquents to appear before the Court to answer for their contempt. Not to be circumvented, the offenders appealed to the Church of England, and under its authority and with its ritual made bold to complete their building, which they named Queen Anne's Chapel, and sever their allegiance to the Second Parish. King's Chapel of Boston, then the only Protestant Episcopal church in this section

of the country, supplied one of its ministers temporarily, and then the Reverend John Lambton, chaplain of her Majesty's ship "Phenix" was transferred to this parish and remained in charge of it nearly a year when he was relieved by the arrival of the Reverend Henry Lucas from England in September, 1715. Thus, within a century, descendants of the Puritan settlers sought the protection of the church their forefathers had left England to be rid of.

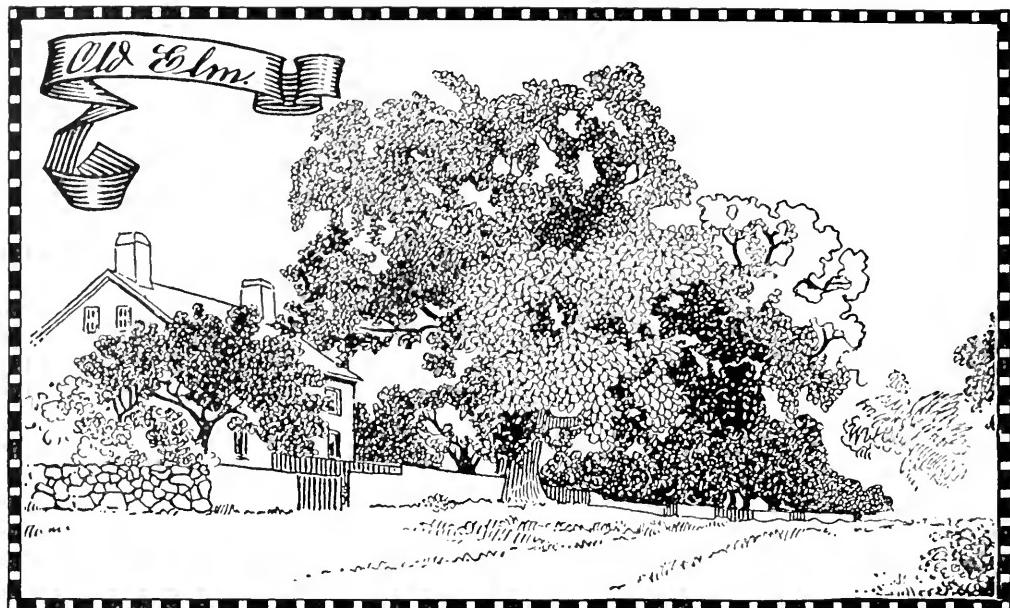
The parish prospered and in 1738 began the erection of a larger building in the more thickly settled part of the town, which they named Saint Paul's Church. This for twenty-five years shared with Queen Anne's Chapel the services of the Reverend Matthias Plant and his assistant and successor, Reverend Edward Bass,



*A Newburyport
Souvenir Spoon
of the Revolution*



"Poet Laureate to 'Lord' Timothy Dexter"



The subject of a poem by Hannah Gould

but in 1766 the older building was abandoned and the parish concentrated at Saint Paul's Church. By the conversion of King's Chapel at the time of the Revolution, Saint Paul's Church, which at that time modified its rubric to suit republican principles, became the oldest of the diocese.

The Pre-Revolutionary disturbances in France extended to that country's West Indian possessions and the wealthy planters of those colonies were obliged to flee with their families for personal safety. From 1788 to 1793 large numbers of these *émigrés* came to Newburyport from Martinique and Guadeloupe in the vessels plying between those islands and this port, and for some years they were an esteemed element in the community. Some of these died before the crisis in their national affairs was reached, and are buried here, and a few became permanent residents, but the greater number returned to their homes and possessions when tranquillity was restored.

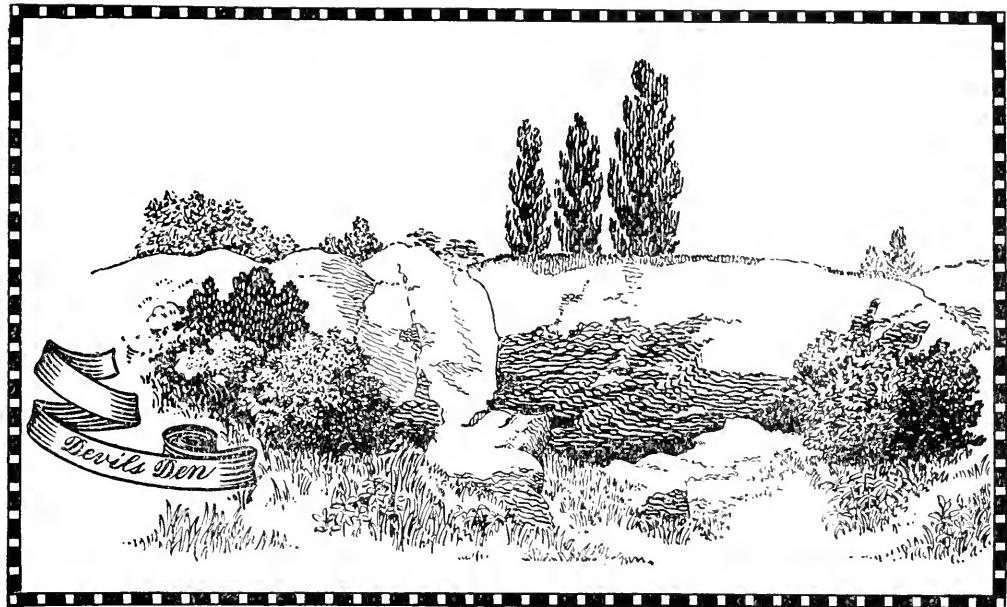
The famous Siamese twins Chang and Eng, were brought to this country from Tringana, Siam, by Captain Abel Coffin of the Newburyport ship Sachem, and after their first exhibition and subsequent tour of Europe they visited here on several occasions. The following announcement concerning them is from the Newburyport Herald September fourth, 1829.

Double Siamese Boys about 18 years old (lately arrived in ship Sachem Capt. A. Coffin) the most valuable and extraordinary natural curiosity ever before presented the Public will be exhibited in Washington Hall, Green Street, on Monday & Tuesday next only.

Hours assigned for exhibition each day from 9 to 1 o'clock A. M. from 3 to 6 o'clock P. M.

Price of admission 25 cents, children under 12 years of age half price.

(For farther particulars see Bills.)



An abandoned Limestone Quarry of early days

The American Academy of Arts and Sciences had its inception here and was incorporated in 1780 with leading citizens of Newburyport, Salem, and Boston as members. It has done much to promote scientific investigation and has published many volumes of research in this field. Its present headquarters are in the building of the Massachusetts Historical Society at Boston.

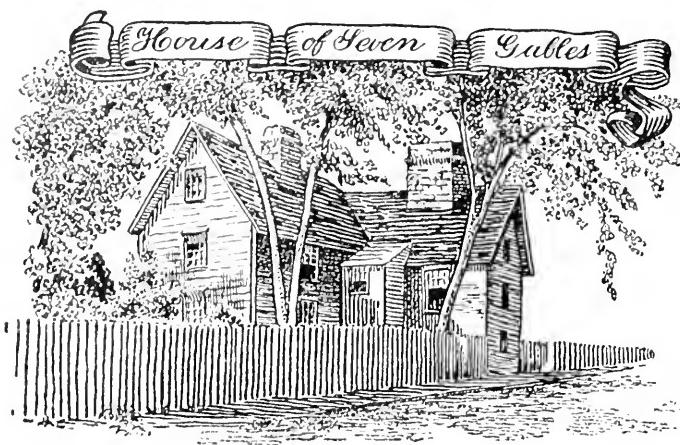
Two Newburyport men, members of Captain Richard Titcomb's company, were of the number that conveyed Benedict Arnold to the British ship *Vulture*, in September, 1780, and scorned his offer of promotion, if they would follow him in his then announced desertion from the American to the English forces.

One of the ancient institutions of Newburyport is the office of town-crier. It is now neither appointive nor elective, the present incumbent having, years ago, succeeded to it, and continued without opposition. In early times he commanded attention with a drum, and one of his duties was to escort petty culprits through the principal streets, calling attention to their offences, which they also were sometimes required to proclaim. The business of the present

picturesque exemplar is, however, mostly confined to announcements of excursions or entertainments, varied with the promotion of retail trade, and his "Hear what I have to say!" is preceded by the clang of a large hand-bell. It is doubtful if this functionary survives anywhere else in the United States.

The Curfew Bell, which has recently given its name to a movement to compel the retiring of young people from the streets at nine o'clock in the evening, has, with the exception of a short interval in





ship, the Indus, was also the first to sail from this country to Calcutta, after the war of 1812, and made the return trip before news of her arrival there had otherwise reached here.

A few months later in the same year, another vessel, the Dryad, sailed from here to carry to Calcutta the first five missionaries of the American Board of Foreign Missions, an organization established here by a Newburyport and a Salem clergyman, but which has long since outgrown its early home and removed to broader fields.

The history of ship-building at this port, includes many items of general interest. While it is impossible, through imperfect registration, to ascertain the exact number of vessels built on the Merrimac, it is probable that, from first to last, the number would be upwards of two thousand.

The water-line model which enabled a designer to more easily and accurately ascertain the lines and sections of his creation, was invented here by a prominent ship-builder, Orlando Merrill, in 1794. The original model of this invention is now preserved in the rooms of the New York Historical Society.

In 1853 the celebrated clipper ship Dreadnaught was built here, a vessel whose remarkable record of crossing the Atlantic in a little more than thirteen days, was equal to those of many steamships.

Newburyport closed the record of ship-building in Massachusetts, with the launching, in 1882, of the Mary L. Cushing, the last vessel of that class built in this state.

Although the various societies of Daughters of the Revolution are of comparatively recent formation, the spirit which they represent was manifest in Newburyport as early as 1796, as shown from the following from the Impartial Herald of that year.

Newburyport, February 26, 1796. Female patriotism. A number of ladies belonging to

the last decade, been rung here nightly for one hundred and ninety-two years, and it is indeed a curfew, or signal for retiring, for many people.

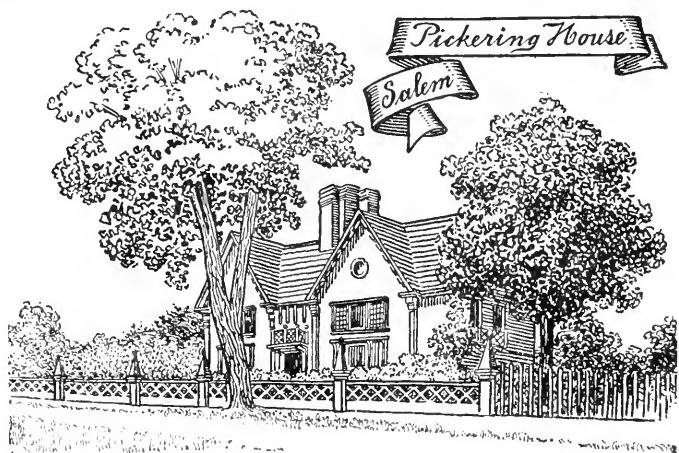
The first vessel to display the American flag on the river Thames, was the Count de Grasse, Captain Nicholas Johnson, of this port.

A Newburyport



this town met on Monday, in honor of the day that gave birth to the man "who unites all hearts," and dedicated a few glasses to the following truly sentimental and highly republican toasts.

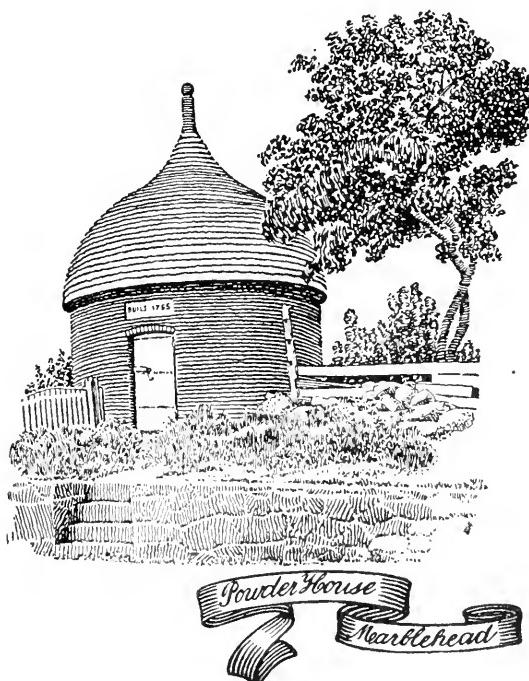
1. May our beloved President preside at the helm of government longer than we shall have time to tell his years.
2. Mrs. Washington, respected consort of our illustrious chief.
3. May the fair patriots of America never fail to assert their independence, which nature equally dispenses.
4. Maria Charlotte Corday. May each Columbian daughter, like her, be ready to sacrifice their life to liberty.
5. The day that saw the wondrous hero rise shall, more than all our sacred days, be blessed.

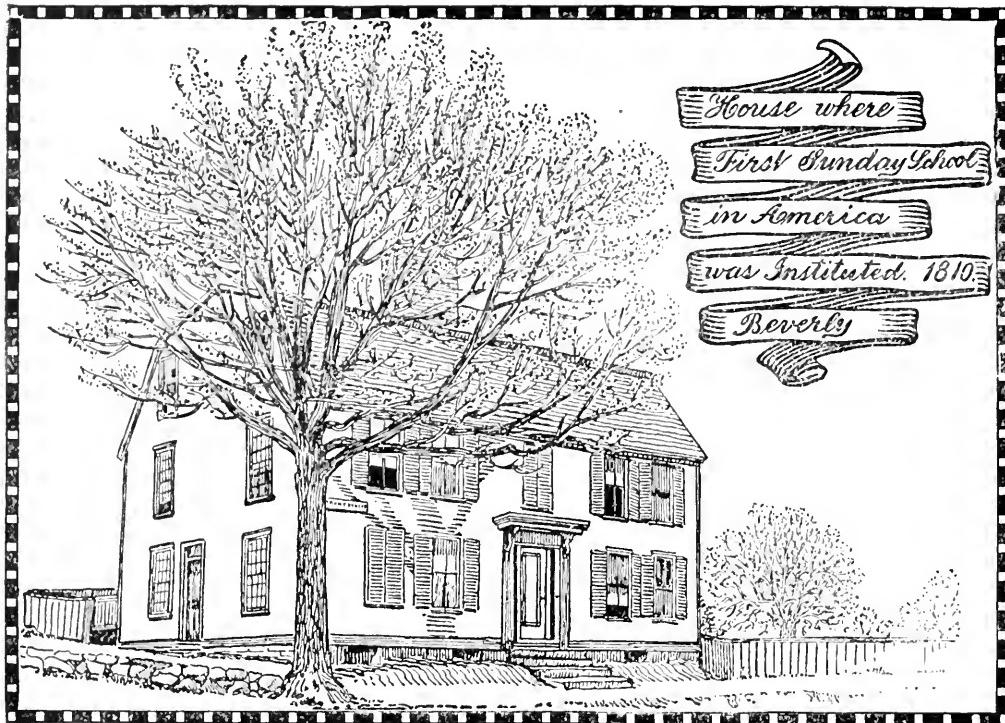


WHILE the purpose of this book is to give, in connection with Colonial silverware, an outline of the Colonial and Revolutionary history of Newburyport, it is also designed to note briefly some of the chief points of interest in neighboring cities and towns. This reference to its main object is made that any seeming lack of proportion between the representation of a place

and its known importance may be understood, and the random character of the selections accounted for.

Salem is particularly rich in points of interest around which history or tradition has left its charm of romance or pall of tragedy. It was here that occurred the first armed resistance of the Revolution, when, on the 26th of February, 1775, the march of three hundred British troops sent by General Gage to seize munitions of war was arrested. From here came Colonel Timothy Pickering, one of Washington's most trusted advisers, and to whom was given successively every office in his cabinet, when the latter became president.





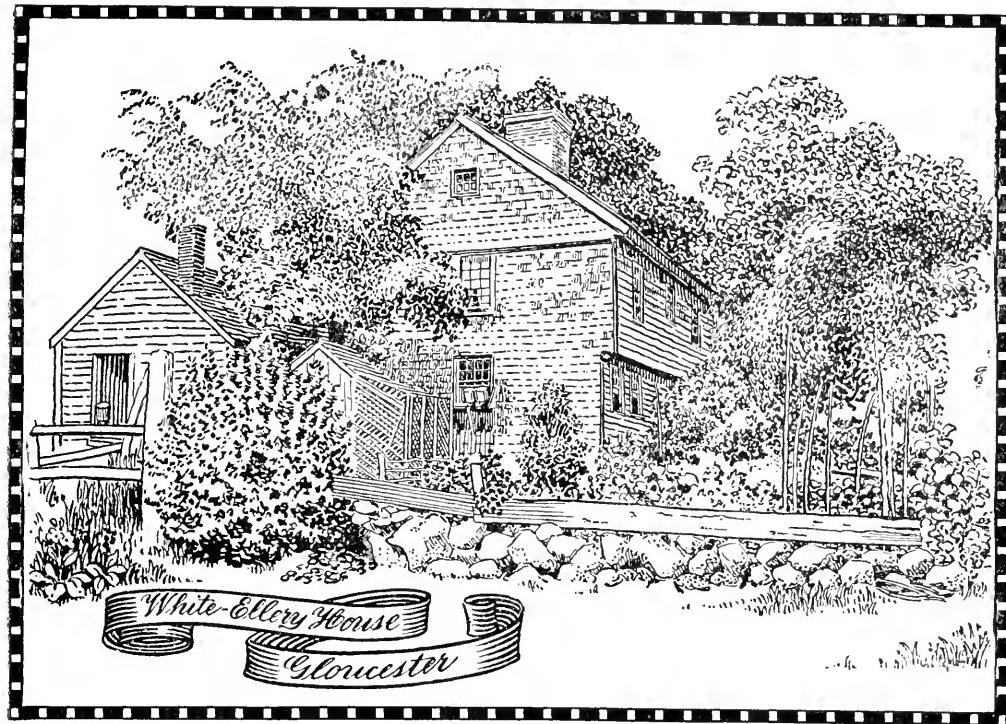
Where a great institution had its birth

In addition to its wealth of history and the memories of its once famous commerce, its heroes of war and statecraft, and its merchant princes, Salem is remembered and particularly visited as the home of Hawthorne and the scene of several of his romances. His birthplace, the home of his youth, the "House of Seven Gables," the "Grimshaw House," and Custom House, as well as the many other houses and haunts immortalized in his writings, bring to the thoughtful visitor a vivid sense of personal acquaintance, not to be gained alone by the reading of his works. Other cities have historic associations and fine old architecture, have had even the witches — of painful memory — but only Salem can show these originals of storied scenes.

THOUGH small in point of population, Marblehead has strongly marked characteristics, and has played a very important part in the history of our country. Like the other seaport towns of northern Massachusetts, it furnished many men for the navy of the Revolution, and none were braver or harder than the sons of this rocky and picturesque hamlet. Chief among these was Captain Mugford, to whose memory and that of his crew a memorial has been erected. He captured, off Boston harbor, in May, 1776, a British ship, laden with military supplies; but, after sending this safely to port, was the same day killed, while defending his ship against an attack of the enemy.

Here lived Agnes Surriage, beloved of Sir Henry Frankland, and here also is the scene of Whittier's poem of "Skipper Ireson's Ride," though the story is doubtless largely imaginary.

The old town is said to have been a resort of pirates and buccaneers from the Spanish Main, but it is pleasanter to contemplate its visitors of to-day, the magnificent yachts that rendezvous here from the coast.



The home of prominent Gloucester families. Built about 1705

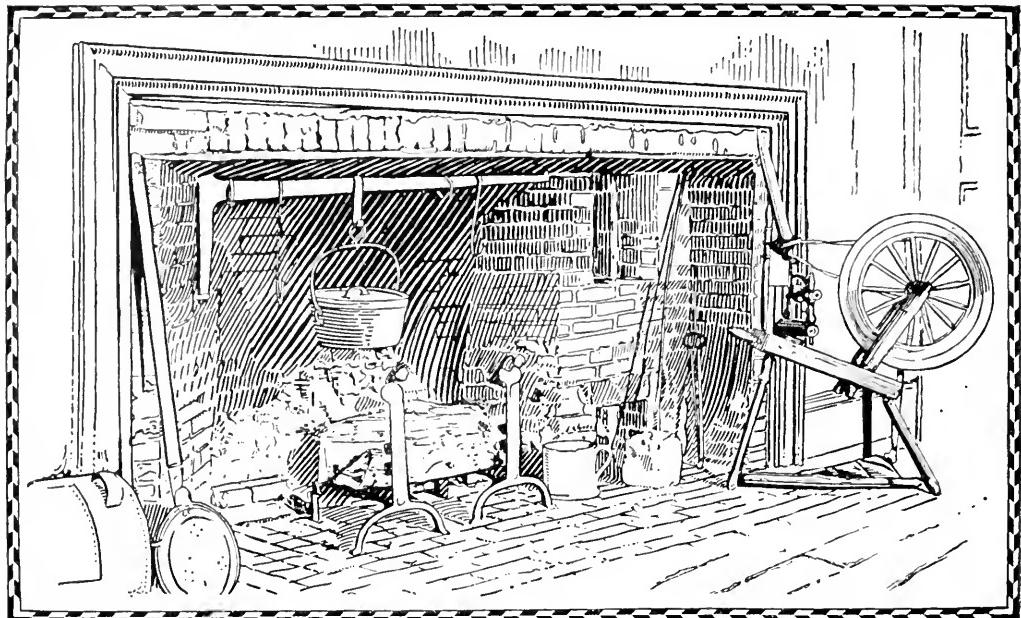
A CROSS the harbor from Marblehead is Beverly, the two arranged like sentinels, guarding the approach to Salem, which is further inland. Marblehead and Beverly divide other honors, for the regiment commanded by Colonel Glover was recruited from both places, and took an active part in the Revolution. It was at one time stationed at Beverly, to cover the movements of British men-of-war lying in the outer harbor. This regiment was frequently selected by Washington for enterprises requiring great courage and skill, as instanced by its responsible part in the evacuation of New York by the American army in 1776. Its most notable achievement, however, was the memorable passage of the Delaware, when, on the night of Christmas, 1776, Washington's army was enabled, under the skilful guidance of these men of Marblehead and Beverly, to cross in safety the stormy and ice-filled river, and capture at Trenton a large part of the British army.

Beverly was bombarded by the British ship Nautilus, but suffered no great damage. In return, her privateers, which were early commissioned, brought in many valuable prizes and materially aided the American cause.



AT the time of the Revolution and for the first half of this century, the whole of Cape Ann was known as Gloucester. Since that time the towns of Rockport and Annisquam have been set off, thus reducing the territory of Gloucester.

Fishing, in which it is now supreme, has always been its leading industry, and the "Captains Courageous" of Kipling were no less so when courage meant the braving of hostile guns as well as tempest and rocky shores.



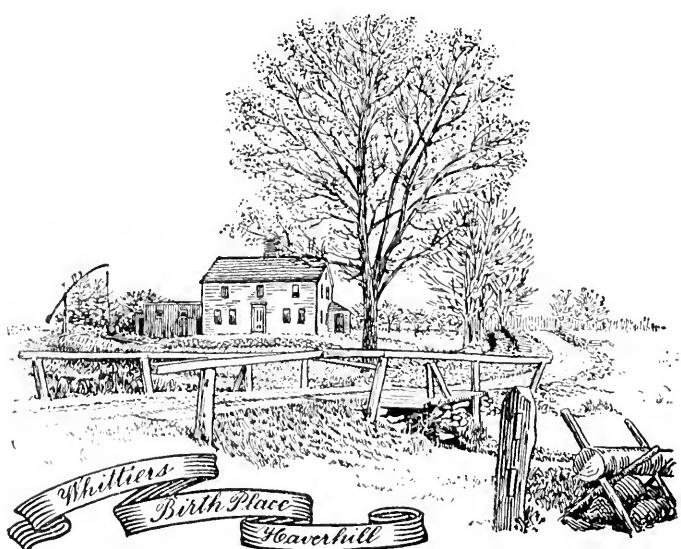
Fireplace in Whittier's birthplace

A Newburyport privateer, the Yankee Hero, reinforced by Gloucester sailors, was captured, off the Cape, by a British man-of-war, disguised as a merchantman, after a hard-fought battle. Among the noted patriots of those days, Captain Harraden of Gloucester was a famous and successful fighter who did great service for his country. The souvenir spoon commemorating this event, shown on page 23, was probably the first of this character in America.

On the southerly side of the entrance to Gloucester harbor lies the reef of Norman's Woe — remembered in Longfellow's "Wreck of the Hesperus" — the ceaseless peal of the floating bell warning the mariner of its menacing presence, as when, on that fatal night of old, the skipper's daughter cried : —

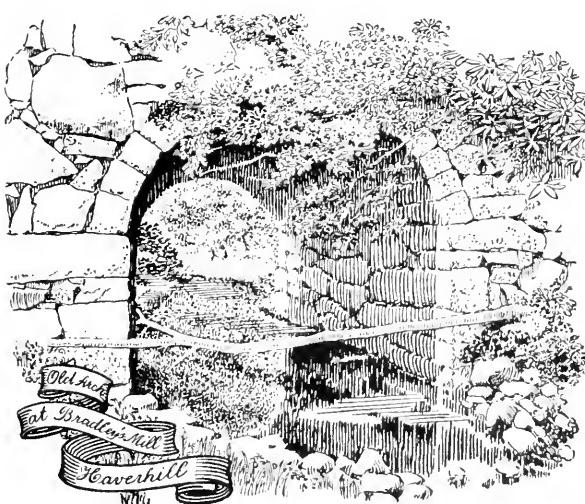
"O father! I hear the church-bells ring,
O say, what may it be?"

H AVERHILL, which is to-day a populous and busy city, lacked the advantages of the coast towns, and although settled in 1640, did not reach its present development until the era of manufacturing had superseded that of



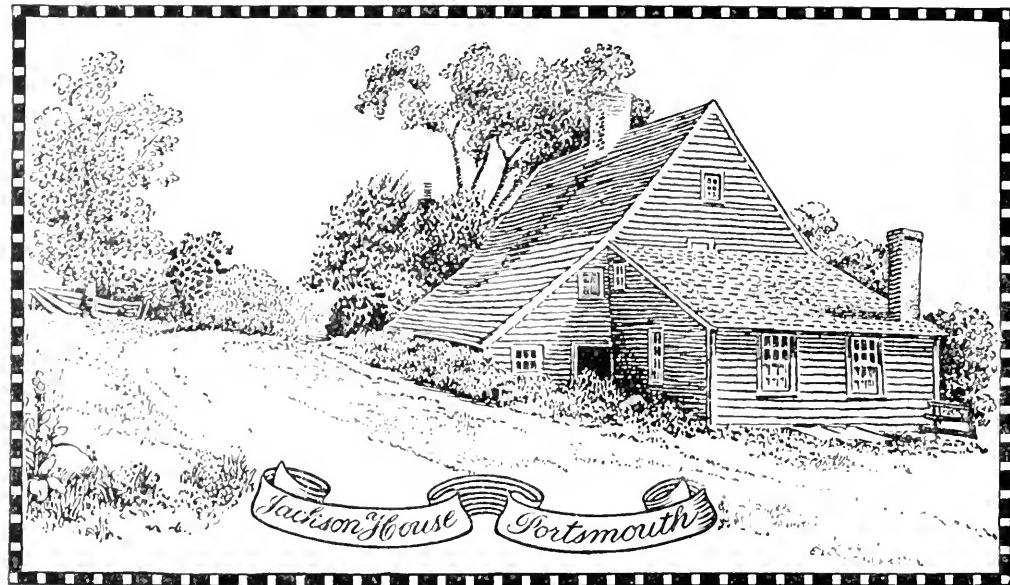
commerce. It was, however, notably active in the events leading up to the Revolution, and furnished, both promptly and willingly, its full quota of men and funds for that war.

In earlier times, Haverhill suffered severely from Indian attacks, its inland situation rendering it particularly liable to this danger. The most famous of these took place on the fifteenth of March, 1697, when thirty-nine persons were killed or captured, and a number of houses burned. Among those taken prisoners were, Hannah Duston—whose husband, Thomas Duston, fought his way to safety, with seven of their eight children—and Mary Neff, her nurse. After traveling some days and suffering many hardships, they were brought to an island in the Merrimac, situated a few miles above what is now Concord. Early on the morning of April 30, while the savages all slept, Mrs. Duston aroused her nurse and an English youth who had been longer a prisoner, and, arming themselves with tomahawks, they killed their captors, to the number of ten, a squaw and youth escaping. After scuttling all the canoes but one, they provisioned that and started back to Haverhill, but, before going far, decided to return and scalp the Indians, as evidence of their deed; this they did, finally reaching home in safety. One of the features of Haverhill is the Hannah Duston monument commemorating this event.



ONE of the most interesting of neighboring cities is Portsmouth. From the earliest time it has been fortified, and later its fine deep harbor led to the establishment of the Navy Yard and attendant government institutions.

All the prevalent sentiments of liberty and independence noted in accounts of other places were characteristic of Portsmouth, though the town had probably a greater num-



One of the oldest houses of Portsmouth, N. H.

ber of prominent loyalists than any other, save Boston. They were roughly handled by the patriots, and at the outbreak of open hostilities were obliged to seek safety elsewhere.

One of the first decisive acts of the Revolution, if not the first, was successfully consummated here, on the night of December 14, 1774, four months before the battle of Lexington.

On that night, a party of men, anticipating the garrisoning of Fort William and Mary, at Newcastle, by the forces of the king, descended on the fort, surprising and overpowering the sentinel and commandant, forced its surrender, and removed to Portsmouth upwards of one hundred barrels of gunpowder and fifteen of the lightest cannon. The munitions were effectively used in the Revolution, a large part of the gunpowder being sent to Cambridge.

Portsmouth was markedly aristocratic in early times, and the elegant Colonial mansions that still adorn its streets are reminders of the days of affluence, when, like Newburyport and Salem, it gloried in a large foreign trade or hoarded the gains of privateering.

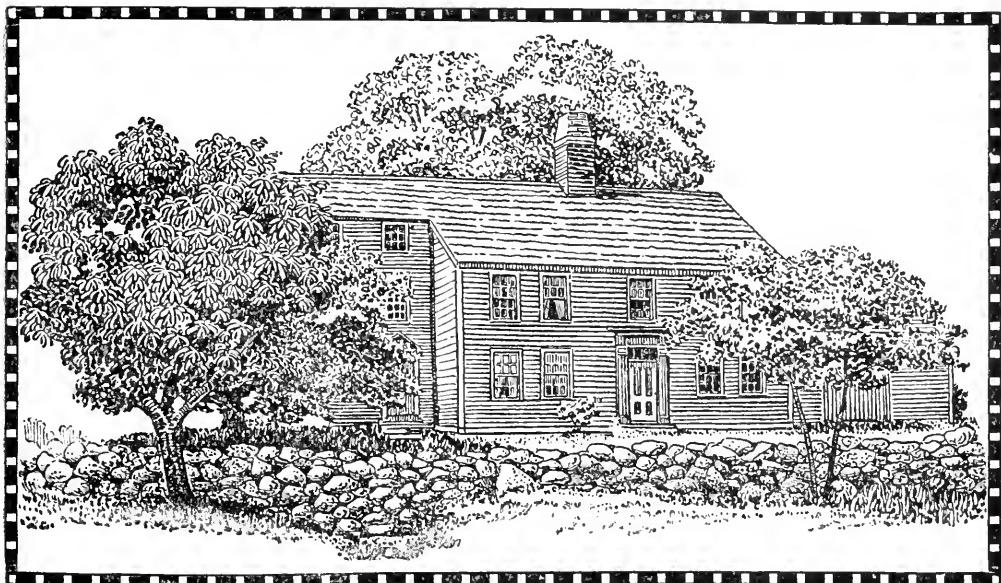
A FEW miles from Newburyport, in the town of Amesbury, is the home of Whittier's later years, and from there, in 1892, he was buried, the simple service attended by a gathering of genius such as few occasions could attract.

An interesting reminder of Whittier, in Amesbury, is the "Captain's Well," the subject of his poem of that name.

It was constructed by Captain Bagley, in or about 1794.

"I will dig a well for the passers-by,
And none shall suffer from thirst, as I."

AS active revolution had its beginning in the battles of Concord and Lexington, battles which filled the roads from far and near with hurrying minute-men, pressing eagerly to the aid of their heroic compatriots, we have included illustrations of a few of the many historic



Barrett House, Concord, home of Col. James Barrett

buildings and commemorative monuments identified with this uprising, with which these towns abound.

All the towns here written of, and many others, share in a degree, with Concord and Lexington, the glory of these monuments; for, while only those favored by proximity arrived in time to take part in the fighting, all responded immediately to the alarm.

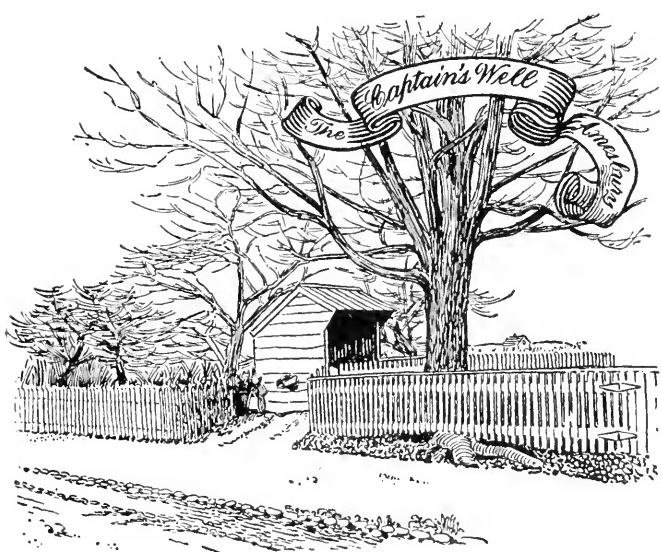
SOME PLACES OF HISTORIC INTEREST IN NEWBURYPORT AND VICINITY WHICH MAY BE REACHED BY ELECTRIC CARS.

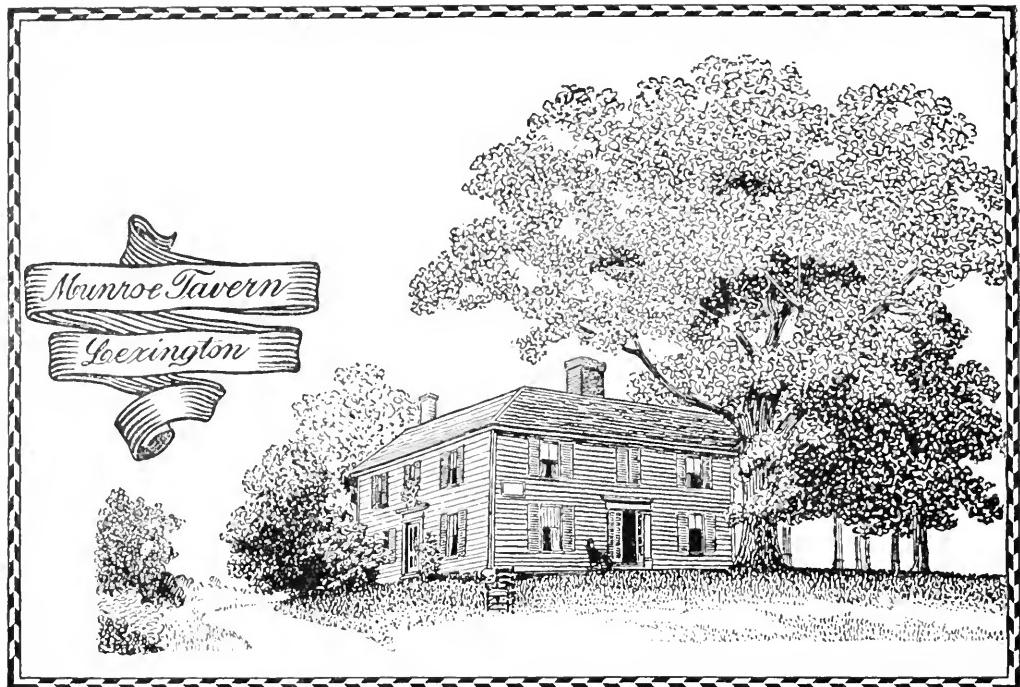
NEWBURYPORT IS SITUATED AT THE MOUTH OF THE MERRIMAC RIVER, WHICH JOINS THE ATLANTIC ON THE NORTH SHORE OF MASSACHUSETTS BAY, THIRTY-

SEVEN MILES FROM BOSTON, AND IS REACHED BY TWO DIVISIONS OF THE BOSTON AND MAINE RAILROAD, FROM THE NORTHERN UNION STATION, CAUSEWAY STREET, BOSTON.

Parker river, named for Rev. Thomas Parker, one of the first settlers who landed on its north shore in 1635. Its Indian name, Quascacunquen, signified waterfall. It is about four miles from the railroad station.

A boulder on the river bank, a quarter-mile





Held by Earl Percy during the Battle of Lexington. Built, 1695

below the bridge, marks the landing-place of the first settlers, and a monument on the Lower Green near by commemorates this event.

The picturesque Spencer-Pierce house, also called the "Garrison House," built by Daniel Pierce about 1670, on a farm of four hundred acres laid out to John Spencer in 1635.

"Trayneing Green," laid out in 1642. Scene of the encampment of Quebec expedition under Benedict Arnold, September, 1775, and location of a boulder and bronze tablet commemorating the event.

The Noyes House on Parker Street, built about the year 1646 by Rev. James Noyes, associate pastor with Rev. Thomas Parker. Near by is the old elm of Newbury, a tree of romantic origin, and the subject of a poem by Hannah Flagg Gould.

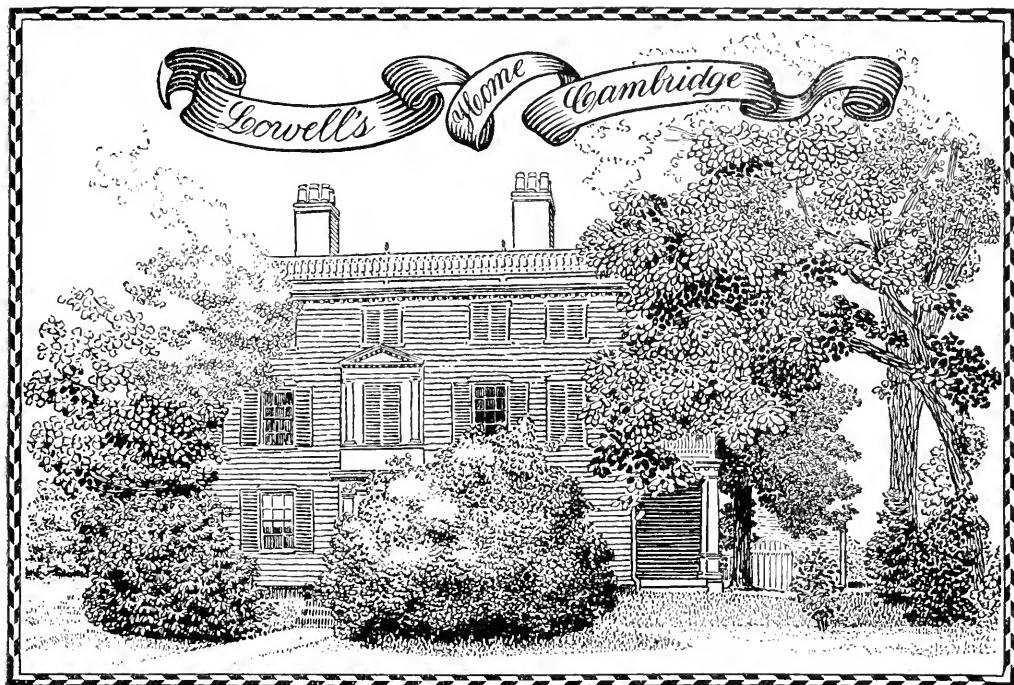
The Coffin house, High Street, occupied by Tristram Coffin, in 1653, and afterwards the residence of Joshua Coffin, the historian of Newbury, also remembered as Whittier's "Village Schoolmaster." Still occupied by descendants of the first owner.

The Illsley house, High Street, near head of Marlborough Street, built in 1670, and at one time a tavern. Near by, from 1653 to 1755, was the Blue Anchor Tavern, the most important of early inns.

House No. 65 High Street, owned and occupied by Caleb Cushing at the time of his death.

First Presbyterian meeting-house, Federal Street, erected in 1756, and rebuilt in 1856.





Used as a Hospital after the Battle of Bunker Hill. Built about 1760

Here Rev. George Whitefield, the great evangelist, preached, and was buried in a vault under the pulpit.

Nos. 3 and 5 School Street, the house where William Lloyd Garrison was born.

Nos. 9 and 11 School Street, the house where Rev. George Whitefield died.

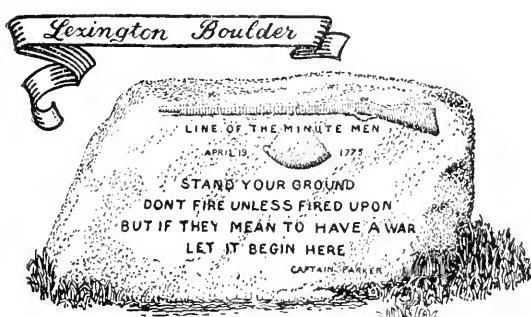
Bombshell, on a stone post at the corner of Middle and Independence Streets. Brought from Louisburg by Nathaniel Knapp, after the capture of that fortress, in 1758.

Market Square. On the southeasterly side stood the house owned by William Morse, whose wife, Goody Morse, was, in 1679, convicted of witchcraft and sentenced to death; but, the people becoming more enlightened, the sentence was not executed. This was probably the first case of trial and conviction for witchcraft in Massachusetts.

In the centre of the square was the meeting-house of the First Religious Society, the spire of which, being struck by lightning, was studied by Benjamin Franklin and became the subject of a communication read before the Royal Society of London.

Rooms of Newburyport Marine Society, State Street, organized in 1772, containing curiosities gathered by members. Open to visitors from 10 to 12 A. M., 2 to 4 P. M.

No. 21 Charter Street, for many years the residence of Hannah Flagg Gould, author of several volumes of prose and poetry.





Craigie-Longfellow House. Washington's headquarters, 1775-6.

Public Library building, erected in 1771 by Patrick Tracy, a prominent merchant, as a residence for his son, Nathaniel Tracy, also a merchant and ship owner who attained wide prominence by reason of the magnitude of his operations and the magnificence of his living. Washington occupied apartments in this house in 1789, and Lafayette was entertained here in 1824. In 1865 the building was purchased and adapted for the present use, and was added to in 1882, by the generosity of Michael Simpson. On the first floor are: a free reading-room, maintained for many years through the liberality of William C. Todd, Esq., who, on his death in 1903, endowed this and the newspaper reading-room of the Boston Public Library; and the rooms of the Historical Society of Old Newbury, where visitors may inspect objects of historic interest. Some of the rooms on this floor retain their original character.

Dalton House, No. 95 State Street, built in 1750, and occupied by Tristram Dalton, the first senator to Congress from Massachusetts. Was later occupied by Moses Brown, a wealthy merchant. Now owned and occupied by the Dalton Club.

Frog Pond and Bartlett Mall, now included in Washington Park, were first improved in 1800, through the exertions and liberality of Captain Edmund Bartlett. Further improved in 1888 from plans by Charles Eliot.

The Court House stands on this Mall, and nearly opposite is the Putnam Free School building, one of the earliest and most liberal institutions of its kind. At the easterly end of the Park is a statue of Washington by J. Q. A. Ward, presented to the city by Daniel I. Tenney.

House No. 34 Green Street, built in 1879 by Hon. Theophilus Parsons, an eminent jurist, with whom John Quincy Adams and Robert Treat Paine studied law, and occupied by him until 1800.

Brown Square, given to the city by Moses Brown in 1802. The statue of William Lloyd Garrison was presented to the city by William H. Swasey, Esq., and is by David M. French of Newburyport.

Meeting-house of the First Religious Society, Pleasant Street, built in 1800. A fine example of early architecture, with characteristic interior.

High Street, St. Paul's Church. The first building was erected here in 1738, and was taken down in the year 1800, to make room for the present edifice. It has many interesting architectural features, one of which is the bishop's mitre surmounting the belfry which was put up to signify its change to the cathedral of the diocese, and also a bell made by Paul Revere.

Dexter house, No. 201 High Street, built by Jonathan Jackson in 1772, and later purchased and occupied by "Lord" Timothy Dexter, a wealthy and eccentric character, by whom it was adorned with many wooden statues, since removed. It was purchased in 1874 by Mr. George H. Corliss, the renowned engine builder, who occupied it until his death.

Lowell-Johnson house, No. 203 High Street, built about 1774 by John Lowell, son of Rev. John Lowell, who was afterwards judge of the United States Circuit Court. He was the father of Francis Cabot Lowell, for whom the city of Lowell was named, grandfather of the founder of the Lowell Institute of Boston, and also grandfather of James Russell Lowell. The house was later occupied by John Tracy, son of Patrick Tracy, and he entertained here, in 1782, the Marquis de Castellux, Baron Talleyrand, and other officers of the French army.

House No. 244 High Street, frequently the home of John G. Whittier during the last years of his life.

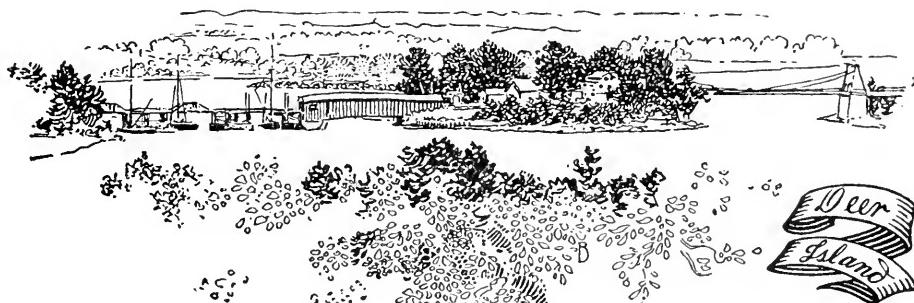
The Toppan house, No. 10 Toppan Street, built by Jacob Toppan in 1670, and still in possession of his lineal descendants.

Pillsbury Place, No. 265 High Street. This was first the farm of Edward Rawson, Clerk of the town and member of the House of Deputies. Later, he was for thirty-five years secretary of the Colony of Massachusetts Bay. In 1651 it was by him sold to Job C. Pillsbury, who in 1700 erected a dwelling house, which was destroyed by fire in 1889, and of which the present structure, owned and occupied by his descendants, is a copy.

Atkinson Park, with monument to the soldiers and sailors of the Civil War—the Volunteer,—by Theo Alice Ruggles Kitson, and observatory.

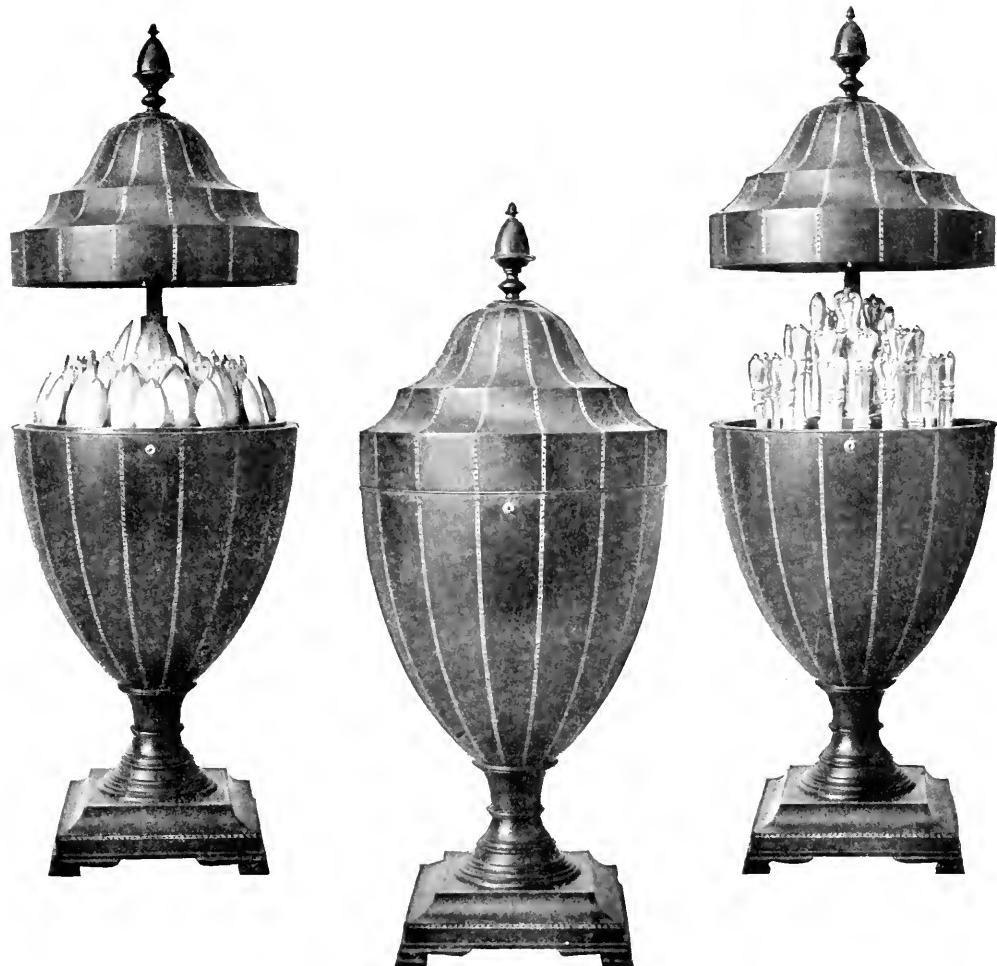
Essex, Merrimac, or "Chain" Bridge. Here in 1792 was erected the first bridge across the Merrimac river. It was, in 1810, superseded by the present suspension bridge, which was the second of its kind in the country.

Deer Island, home of Harriet Prescott Spofford. The house here was, in the early part of the century, a noted tavern and toll-house for the bridges on either side.





THE five patterns shown on this page represent the continuance of the Colonial idea, which has become a distinctive feature of the product of the Towle Manufacturing Company, both in Table Flat Ware and Hollow Ware. The Colonial pattern embodies the purity and dignity of the style of architecture and furniture whose name it bears. The popularity of this style is deep-rooted and growing, and it is now accepted as the most characteristic and appropriate realization of American taste. A unique feature of this design is the faceted effect of the spoon bowls, which thus harmonize with the angular shapes of the Colonial style, but yet are so slightly indented that this form is no detriment to use, being, in fact, hardly perceptible when so tested. This style of bowl has been fully protected by letters patent, and can be had only in the Colonial pattern which is made in sterling silver ($\frac{9}{10} \frac{5}{6}$ fine); it may be purchased of first-class Jewelers throughout the United States and Canada. Buyers of silverware should carefully examine the trademark, which is a guarantee of quality.



COLONIAL KNIFE, FORK, AND SPOON CASES

Height, 26 inches

Of inlaid mahogany, accurate reproductions (by permission) of rare examples in Pendleton House, the Colonial museum of the Rhode Island School of Design, Providence, Rhode Island.

The unmistakable Colonial character of these makes them extremely effective in dining-room decoration and particularly appropriate for containing the Colonial Pattern.

Silversmiths

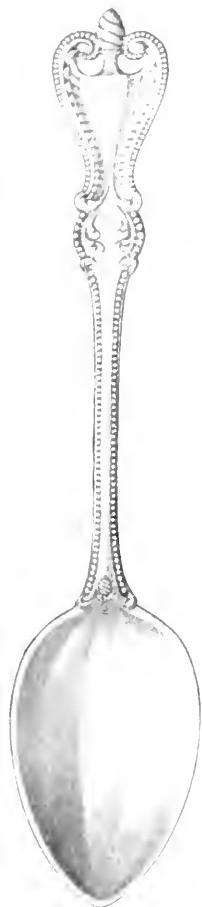
NEWBURYPORT

MASSACHUSETTS

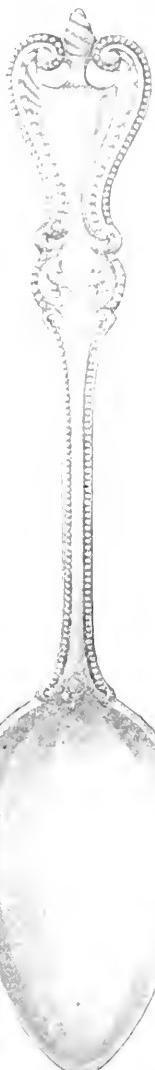
Chicago, Illinois, 42 Madison Street; Heyworth Building
New York City, 17 Maiden Lane; Silversmiths Building

The TOWLE MFG. COMPANY does no retail business anywhere

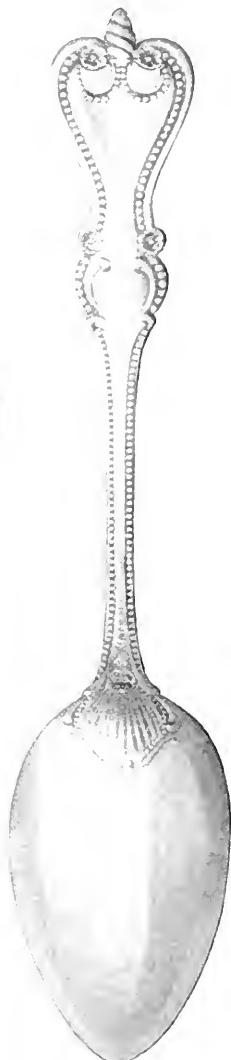
Tea Spoon, P. M.



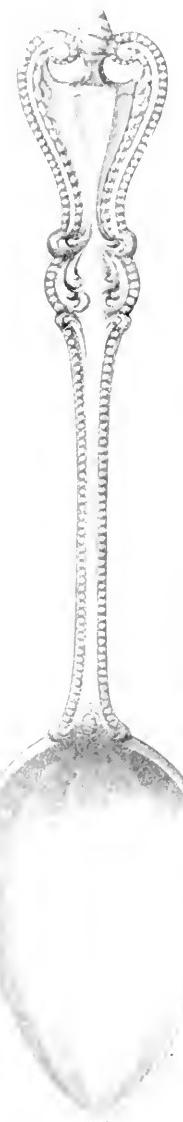
Tea Spoon, small
No. 13



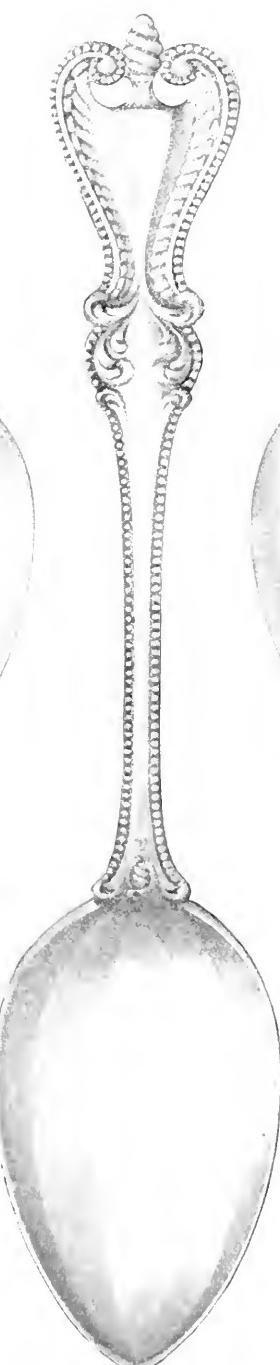
Tea Spoon, small
reverse



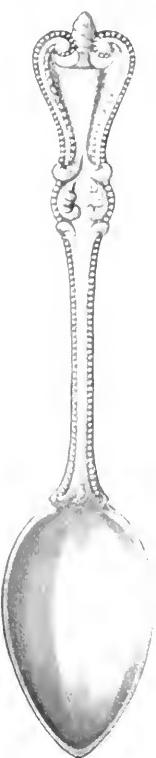
Tea Spoon
Nos. 15 and 18



Dessert Spoon
Nos. 26, 30 and 34



Coffee Spoon



Pap Spoon

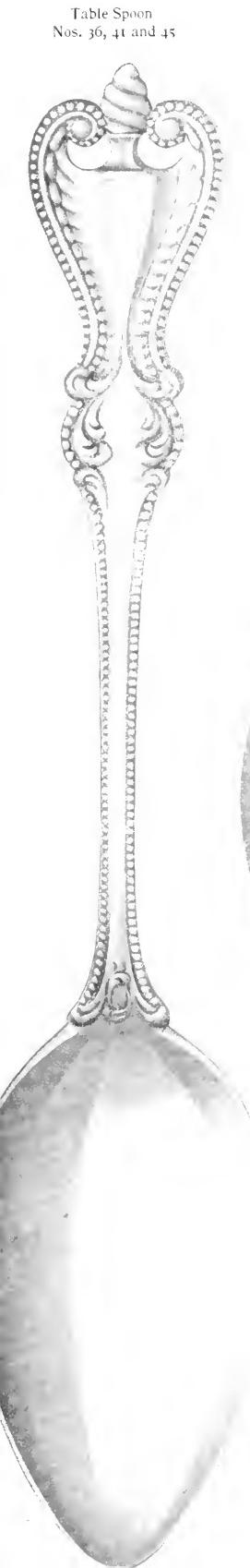
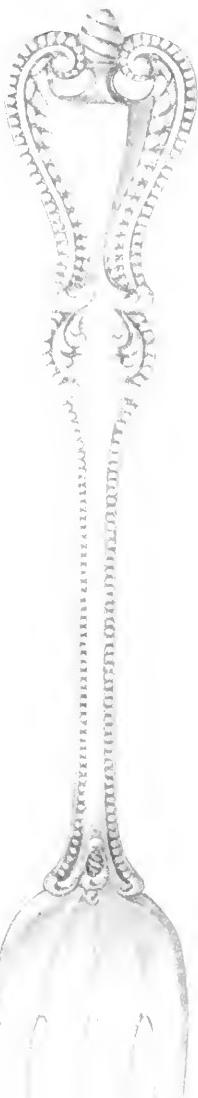


Table Spoon
Nos. 36, 41 and 45



Table Fork
Nos. 35, 39 and 43



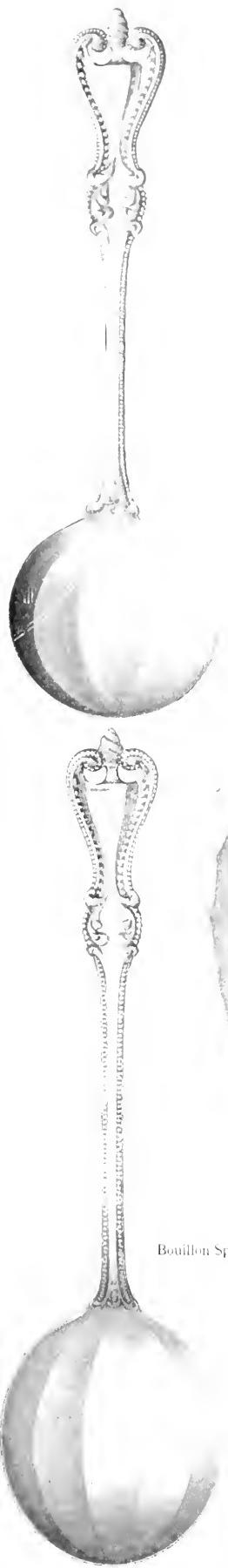
Dessert Fork
Nos. 26, 30 and 34



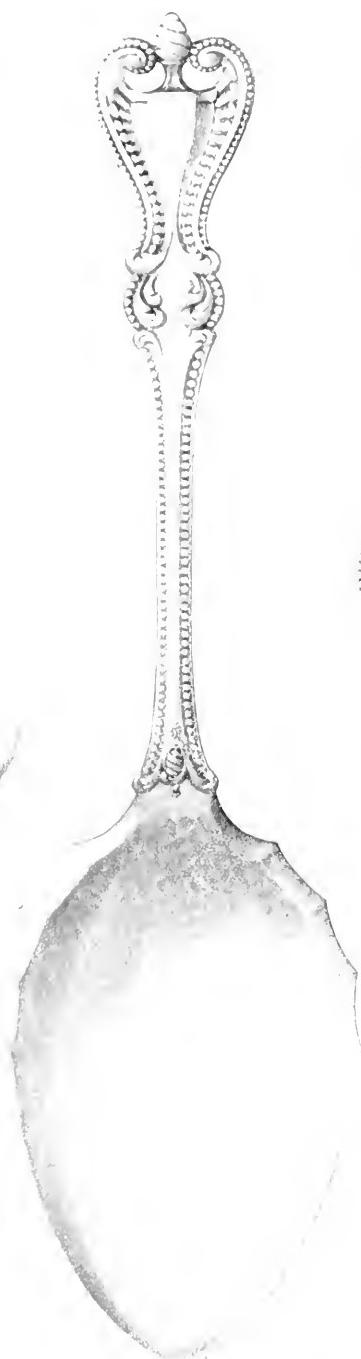
Dessert Fork
reverse



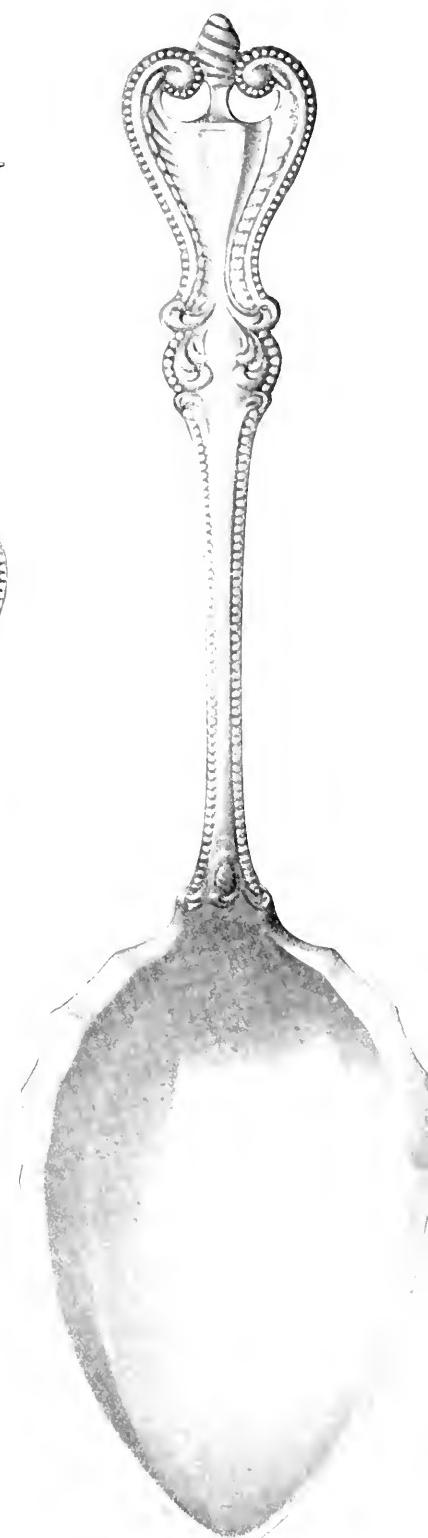
Cheese Spoon



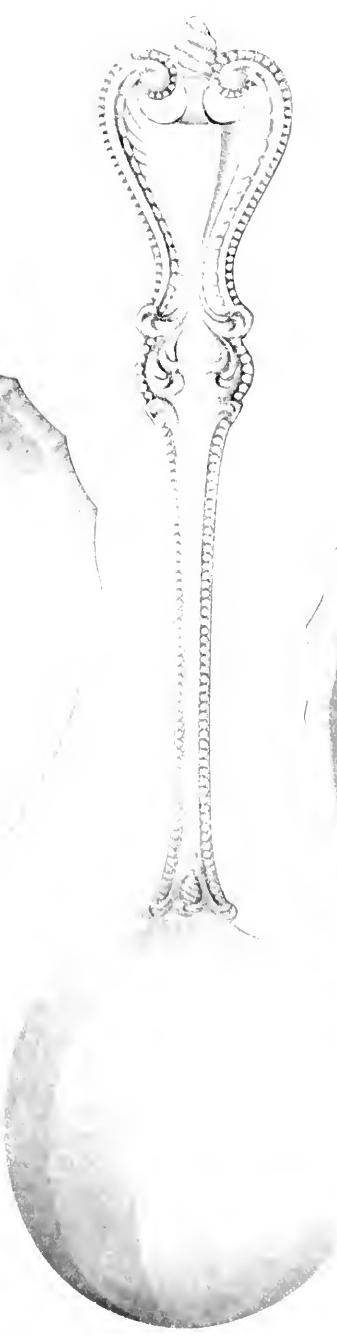
Jelly Spoon



Preserve Spoon



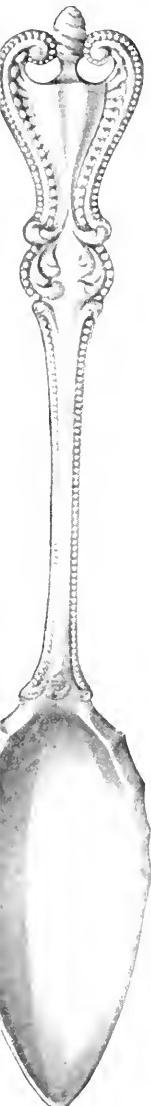
Soup Spoon



Bouillon Spoon



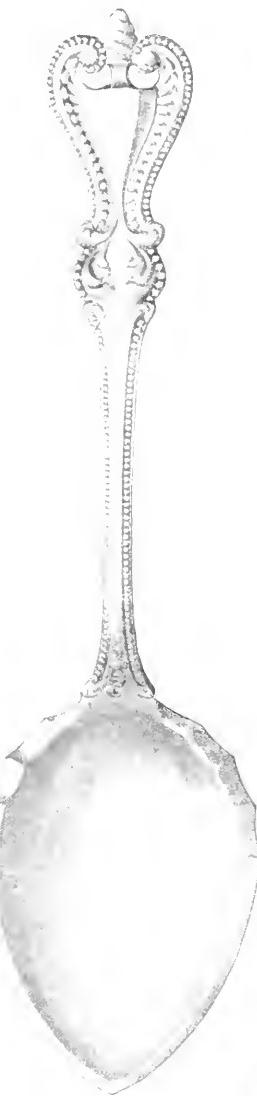
Orange Spoon



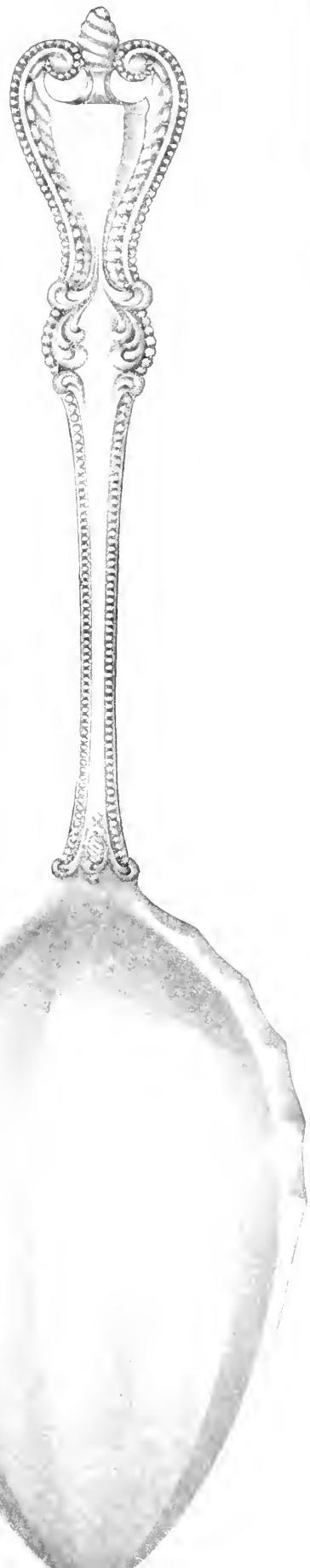
Berry Spoon



Sugar Spoon



Pudding Spoon







Bouillon Ladle

Punch Ladle

Mustard Spoon

Oyster Ladle

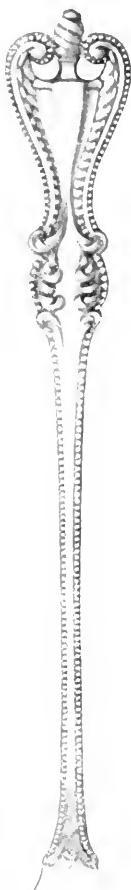
Individual Salt Spoon

Gravy Ladle

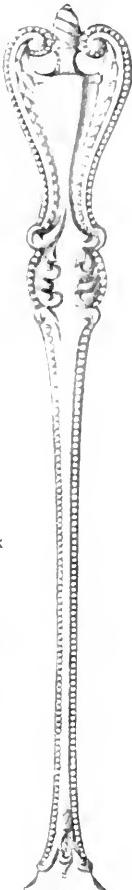
Salt Spoon



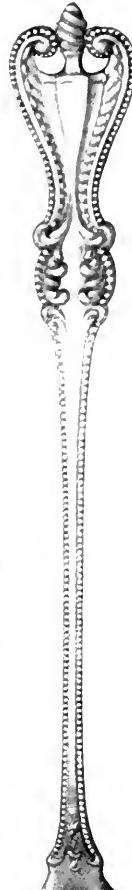
Olive Fork, small



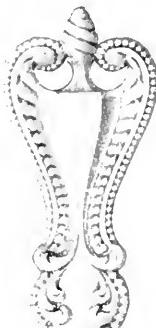
Butter Pick



Oyster Fork



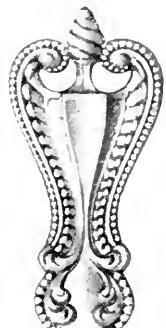
Individual Salad Fork



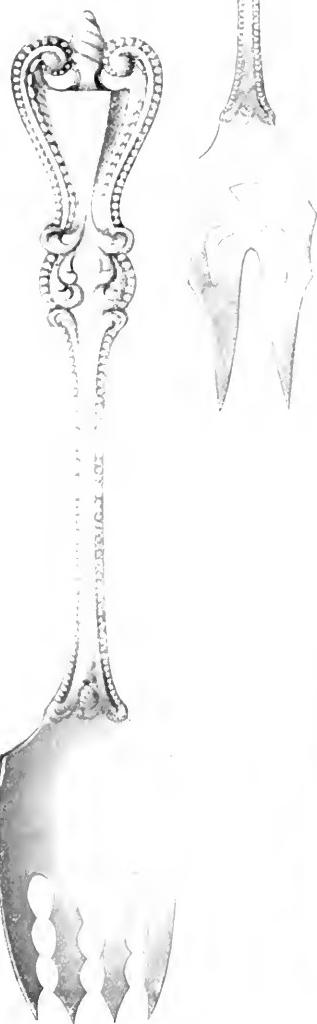
Lobster Fork



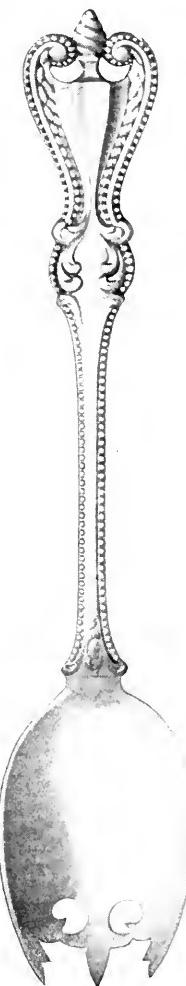
Beef Fork



Ramekin Fork



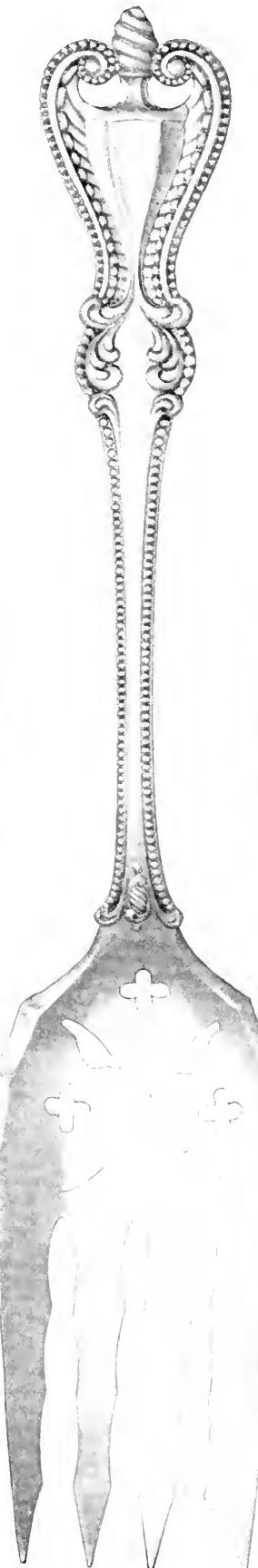
Ice Cream Fork



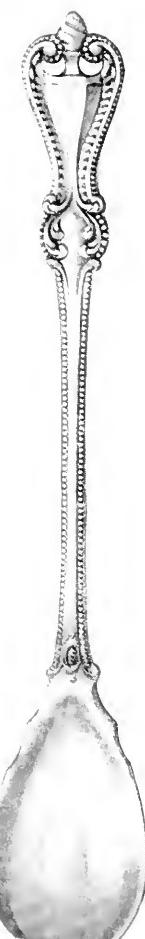
Cold Meat Fork



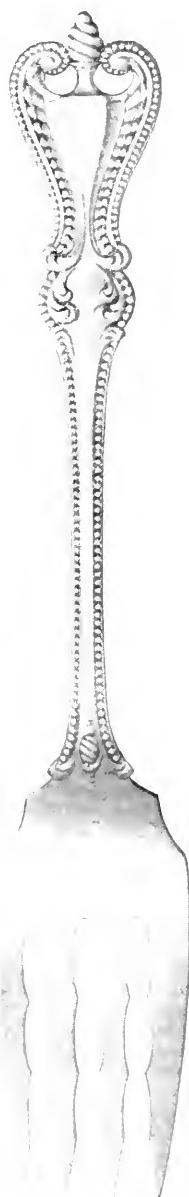
Cold Meat Fork, large



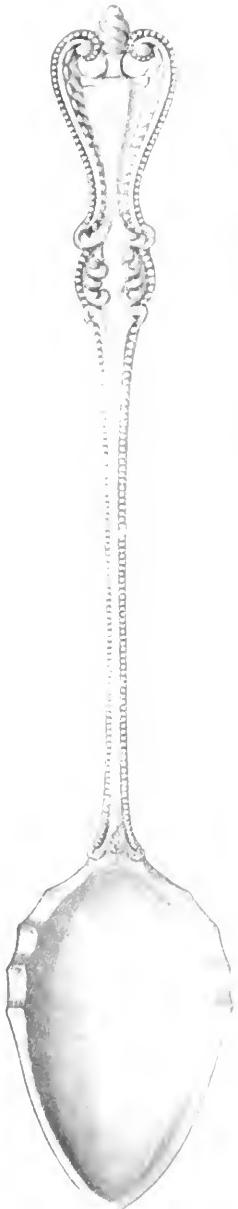
Egg Spoon



Individual Fish Fork



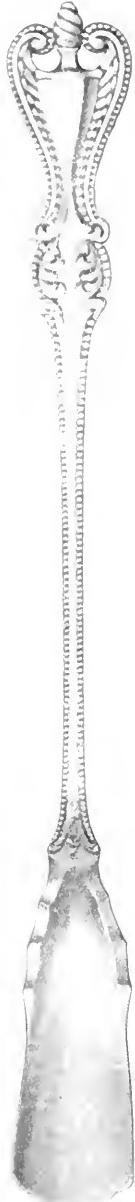
Chow Chow Spoon



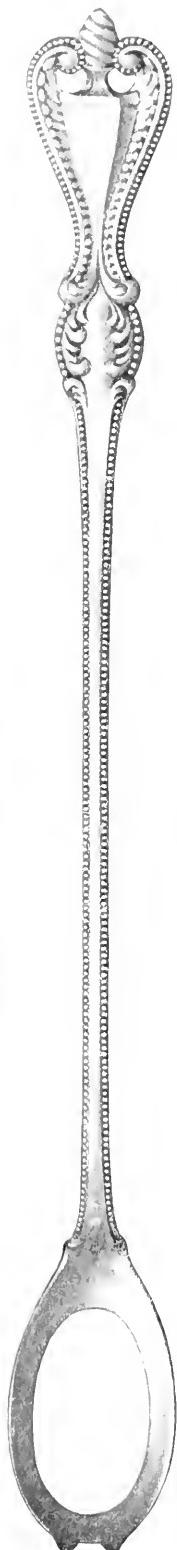
Lad Tea Spoon



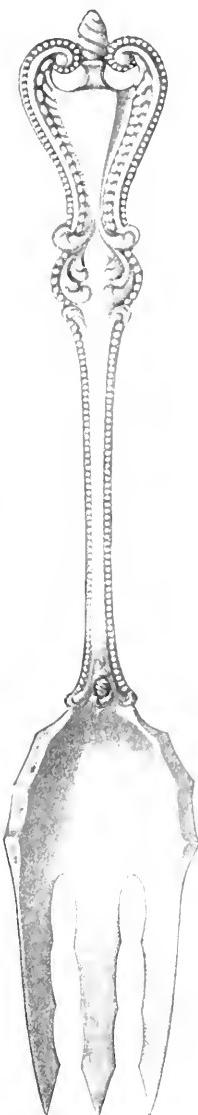
Horse Radish Spoon



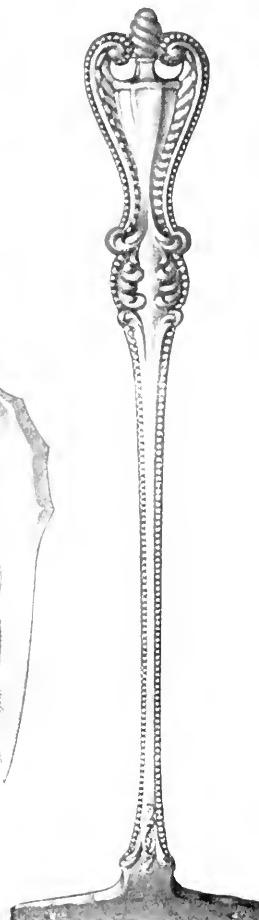
Ideal Olive Spoon



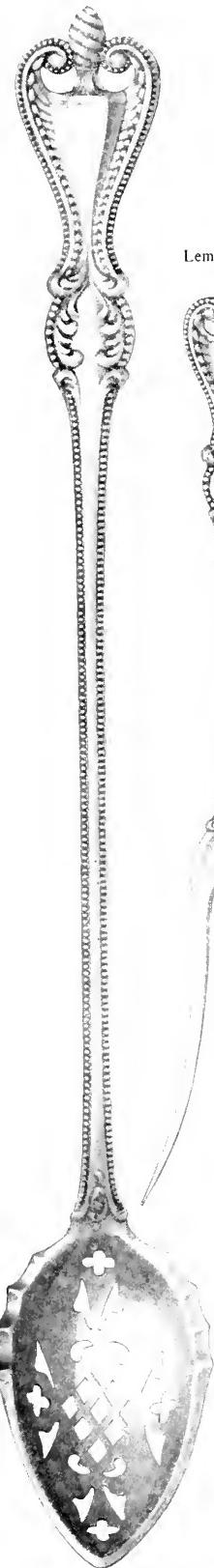
Pickle Fork



Food Pusher



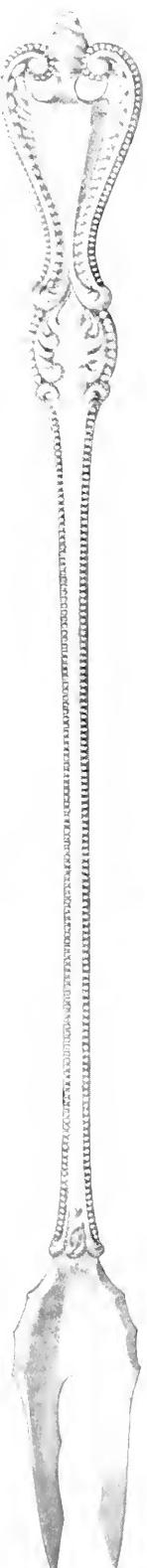
Olive Spoon



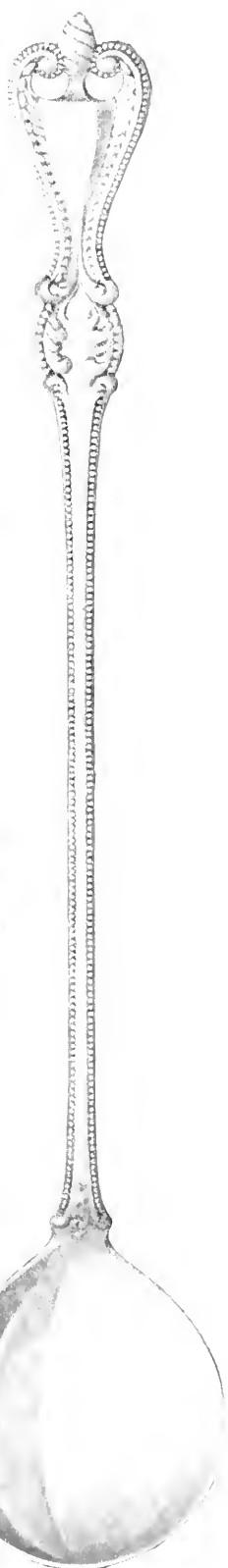
Piccalilli Spoon



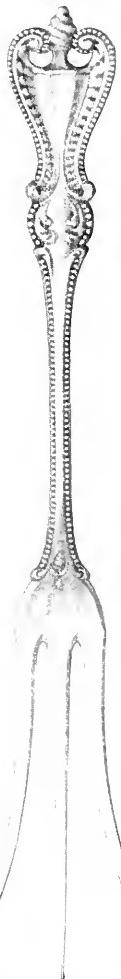
Olive Fork



Chocolate Muddler



Lemon Fork



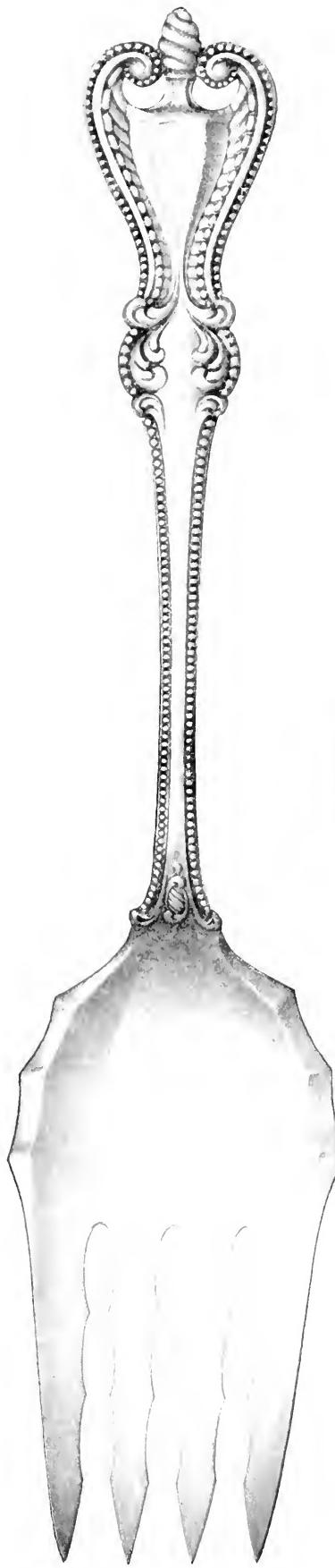
Nut Pick



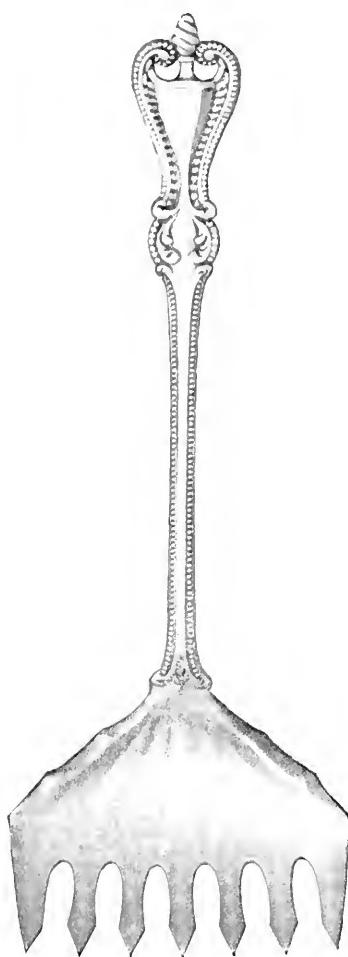
Berry Fork



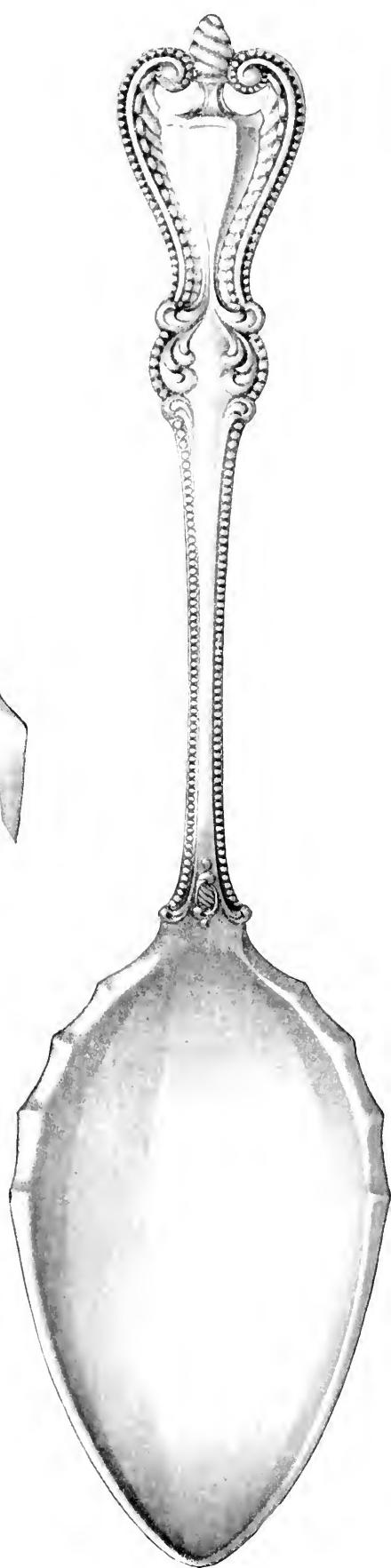
Salad Fork



Sardine Fork



Salad Spoon

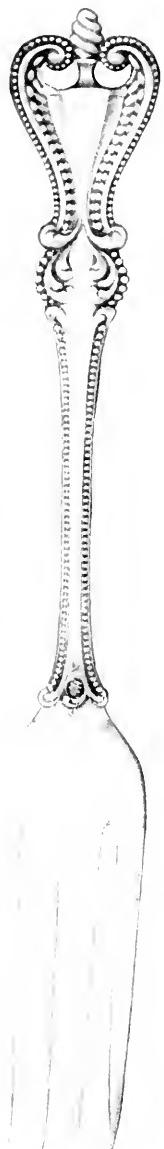


Trout Fork

Jelly Knife



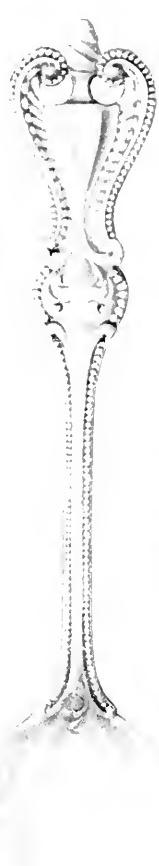
Child's Fork



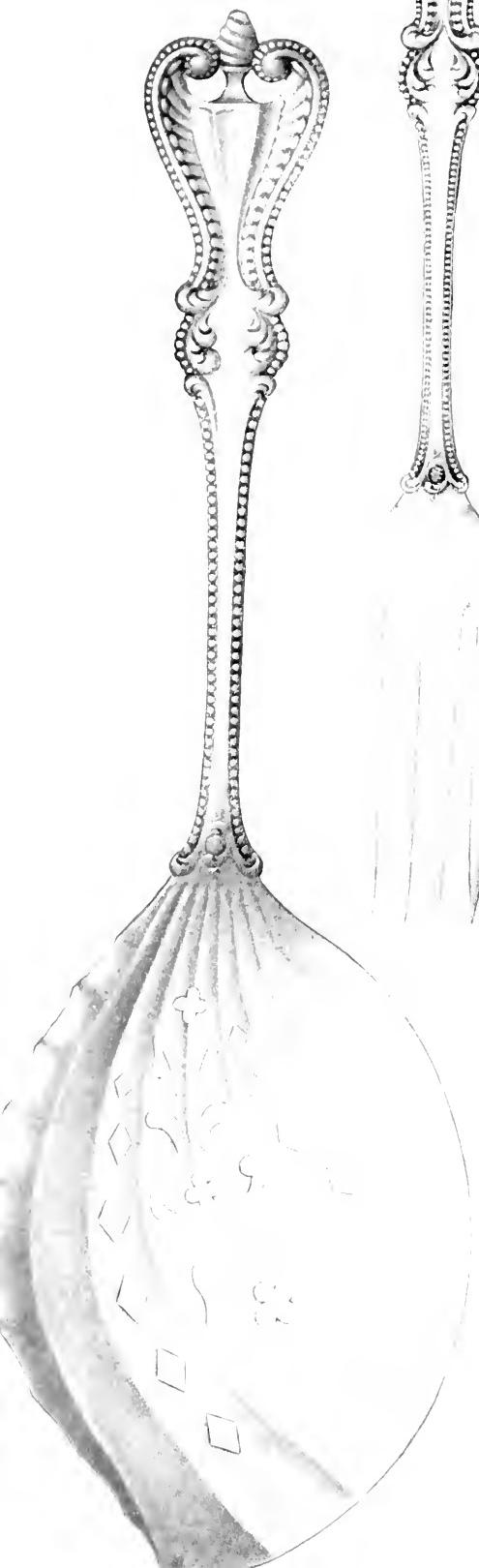
Child's Knife



Child's Spoon



Poached Egg Server



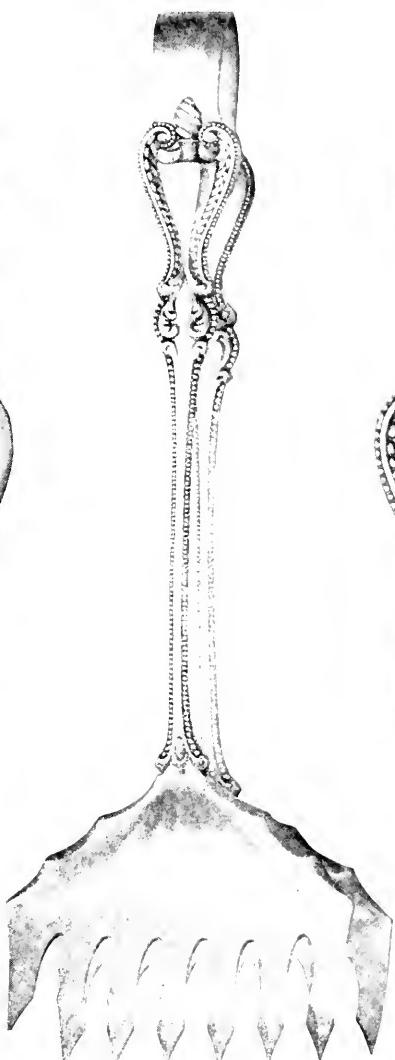
Bread Fork



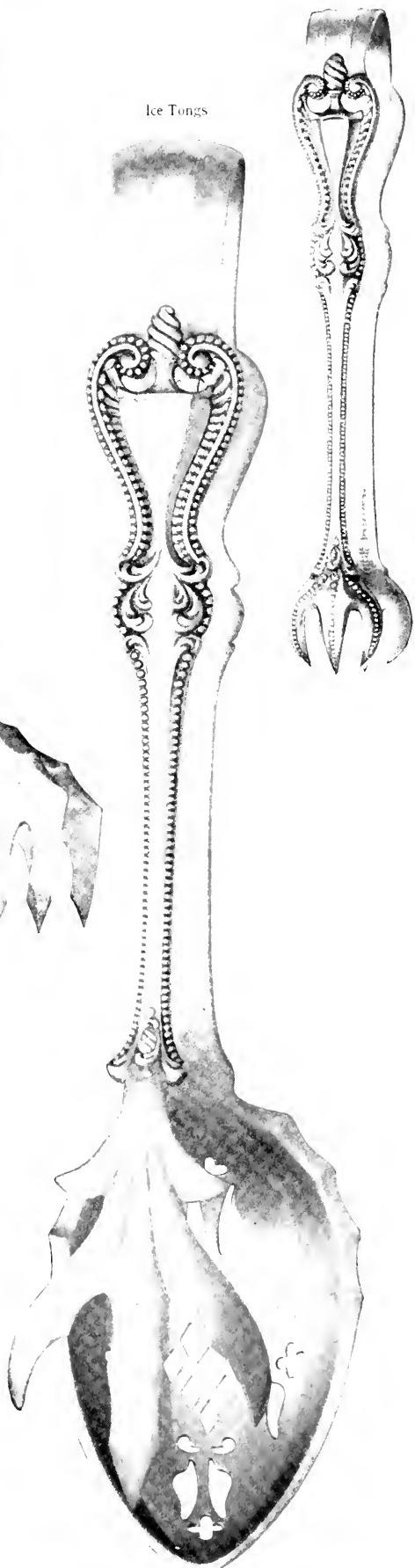
Sugar Tongs



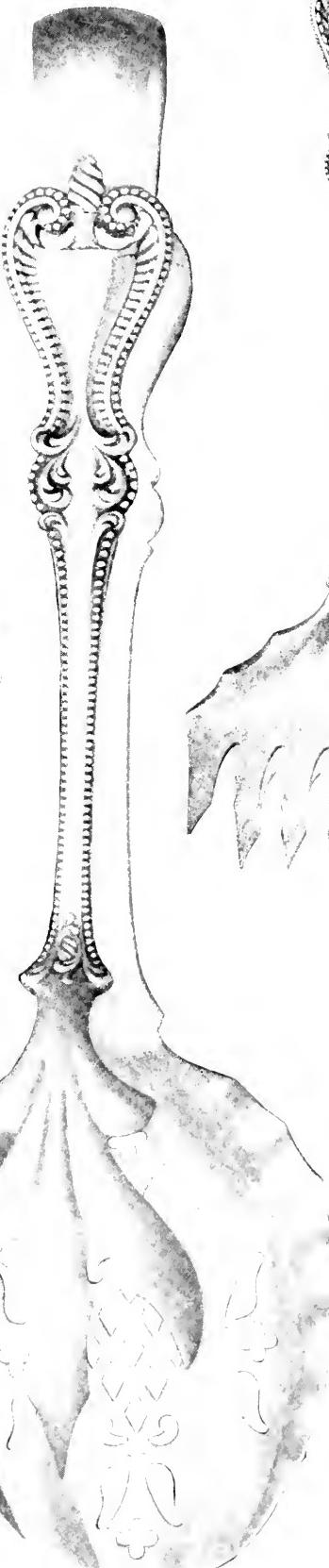
Sardine Tongs



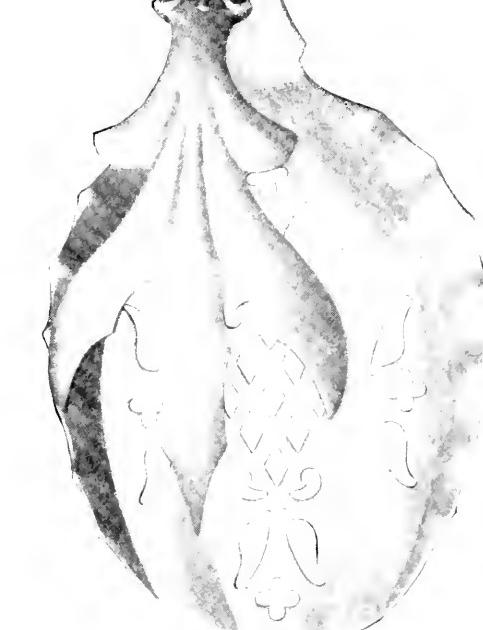
Tête-à-Tête Tongs

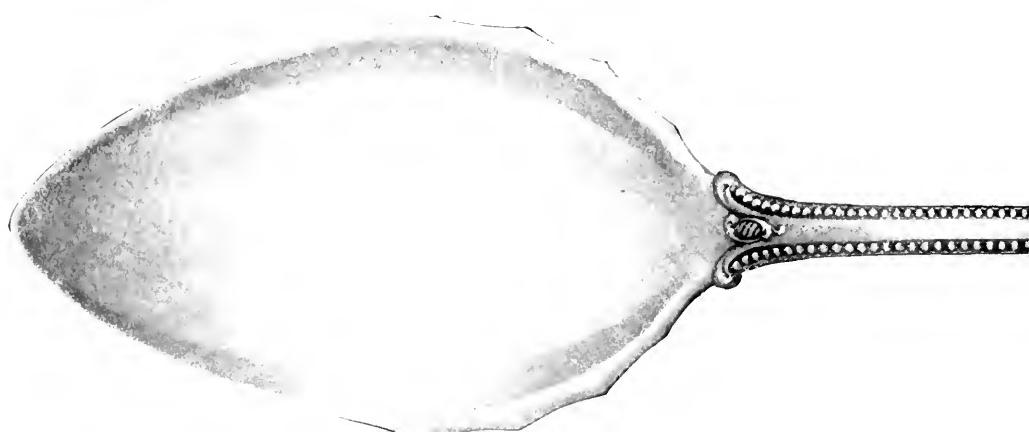
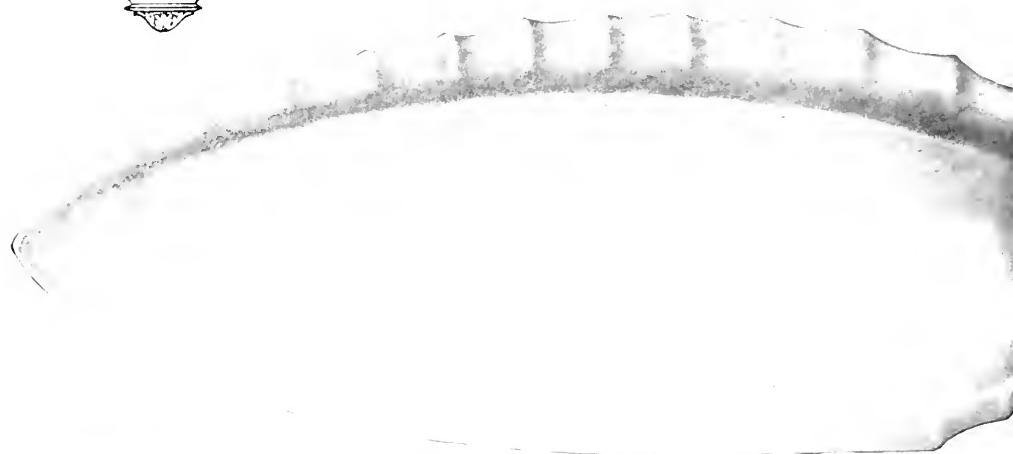
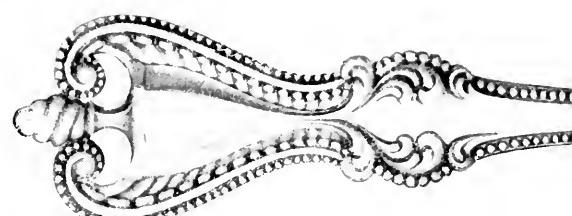
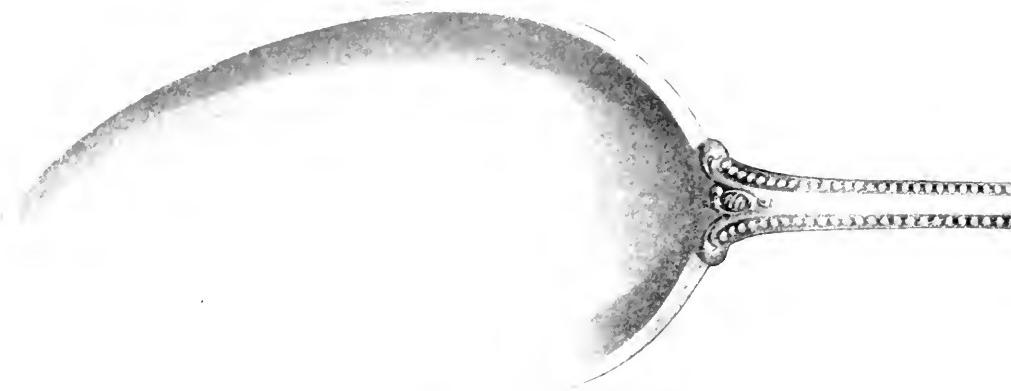


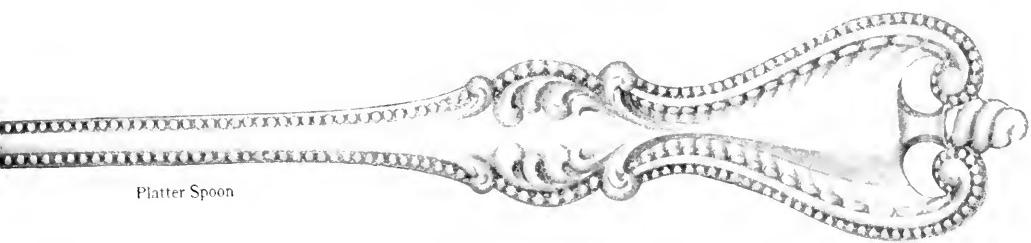
Asparagus Tongs



Ice Tongs







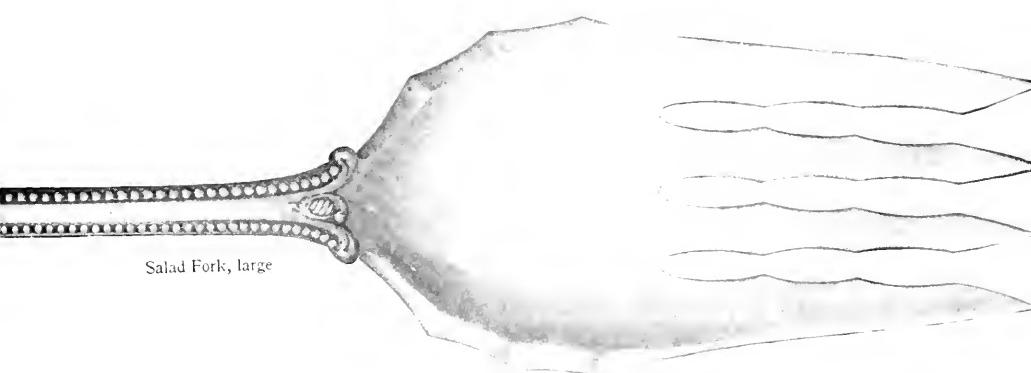
Platter Spoon



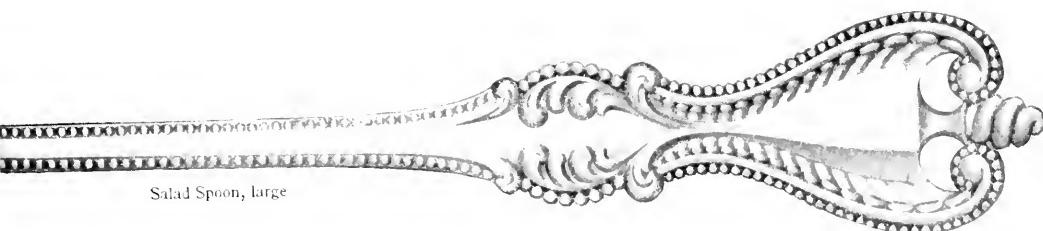
Fish Fork



Fish Knife

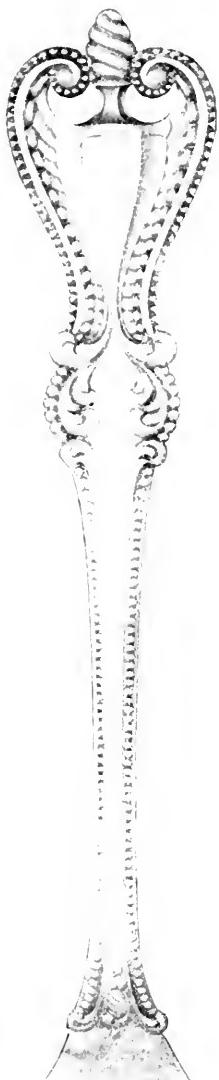


Salad Fork, large



Salad Spoon, large

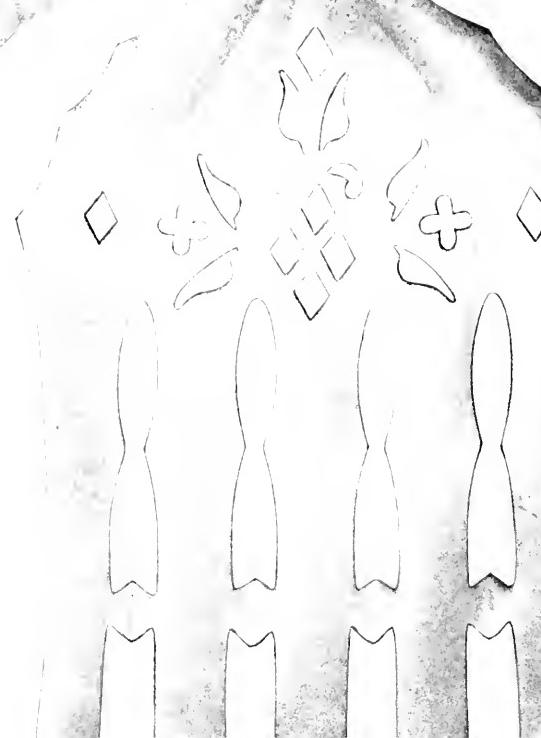
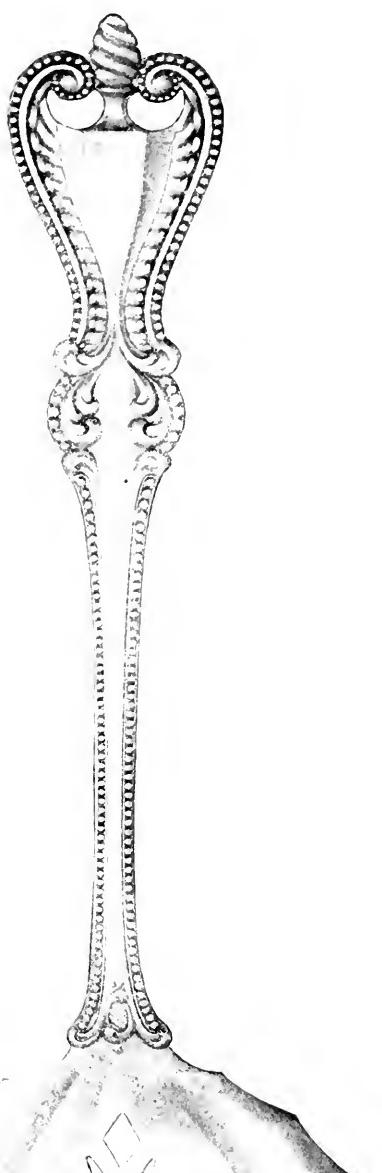
Vegetable Spoon



Bonbon Scoop



Asparagus Fork





Ice Cream Server



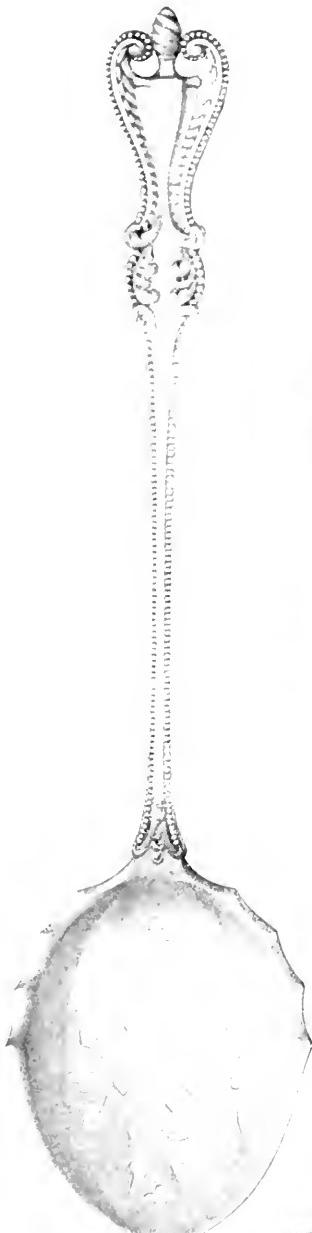
Ice Spoon



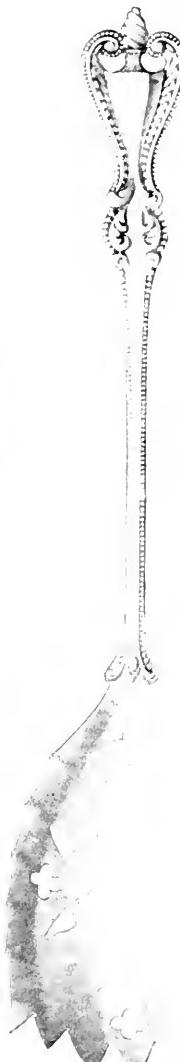
Confection Spoon



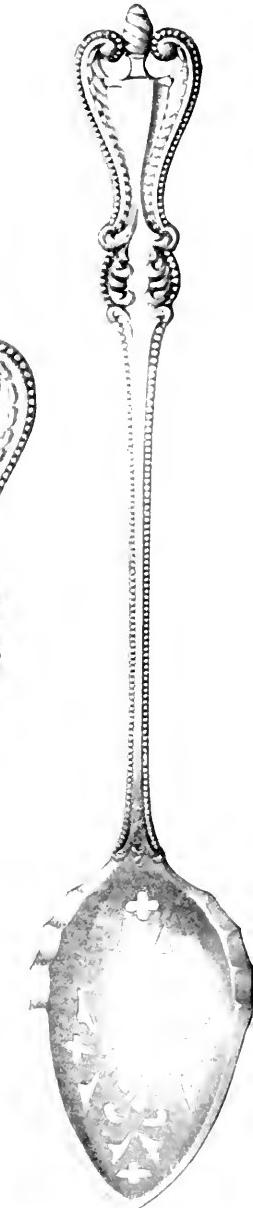
Sugar Sifter



Lemon Server



Olive Spoon, small



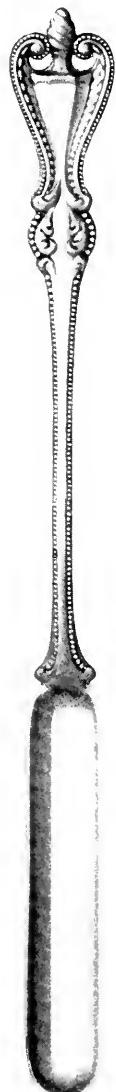
Nut Spoon



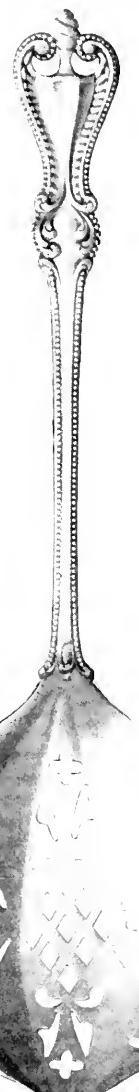
Tomato Server



Marrow Scoop



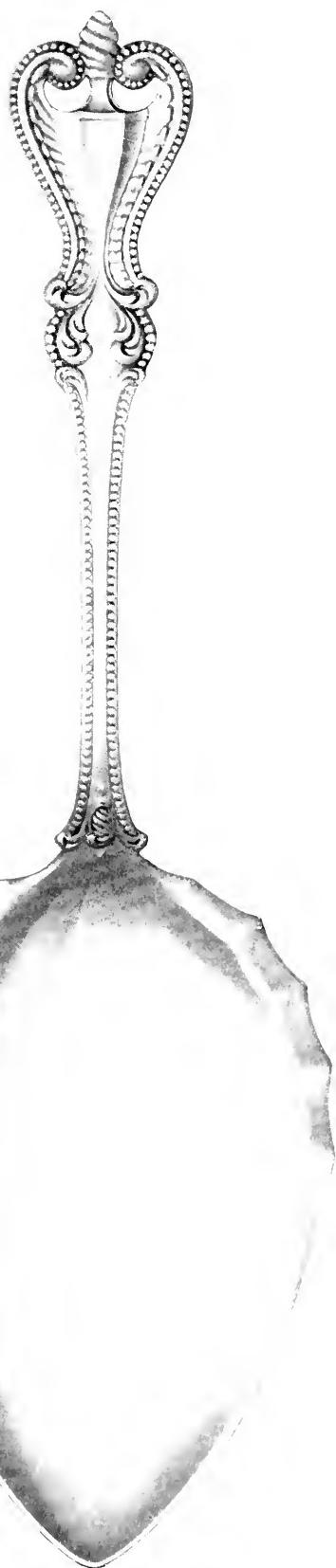
Cheese Server



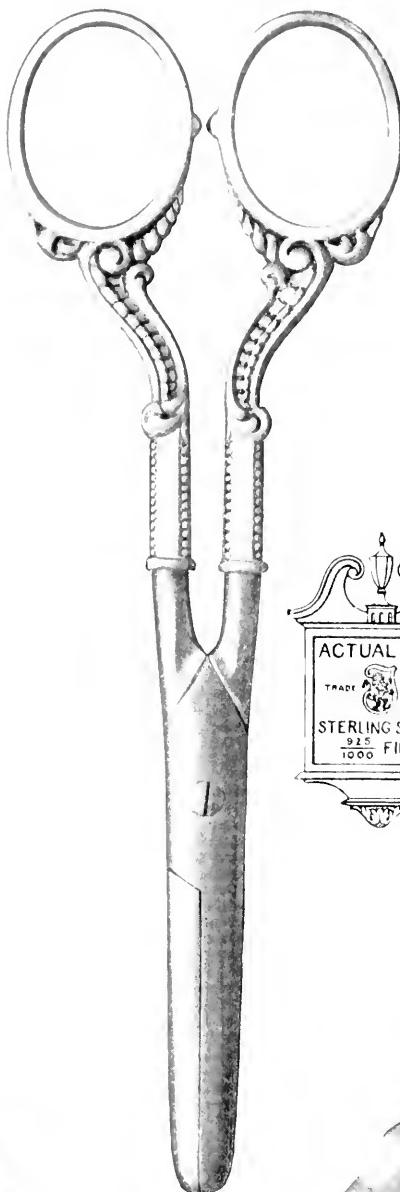
Serving Spoon



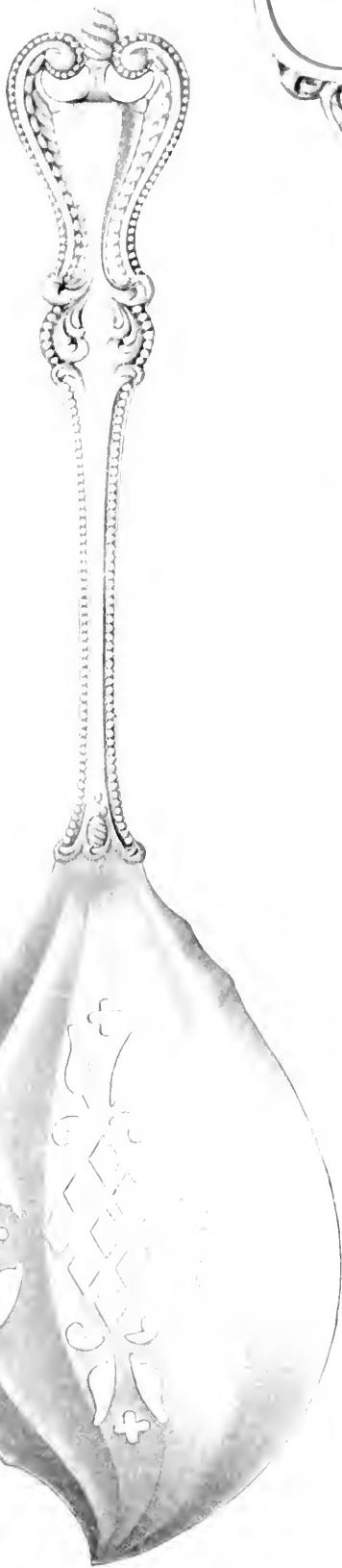
Pie Knife



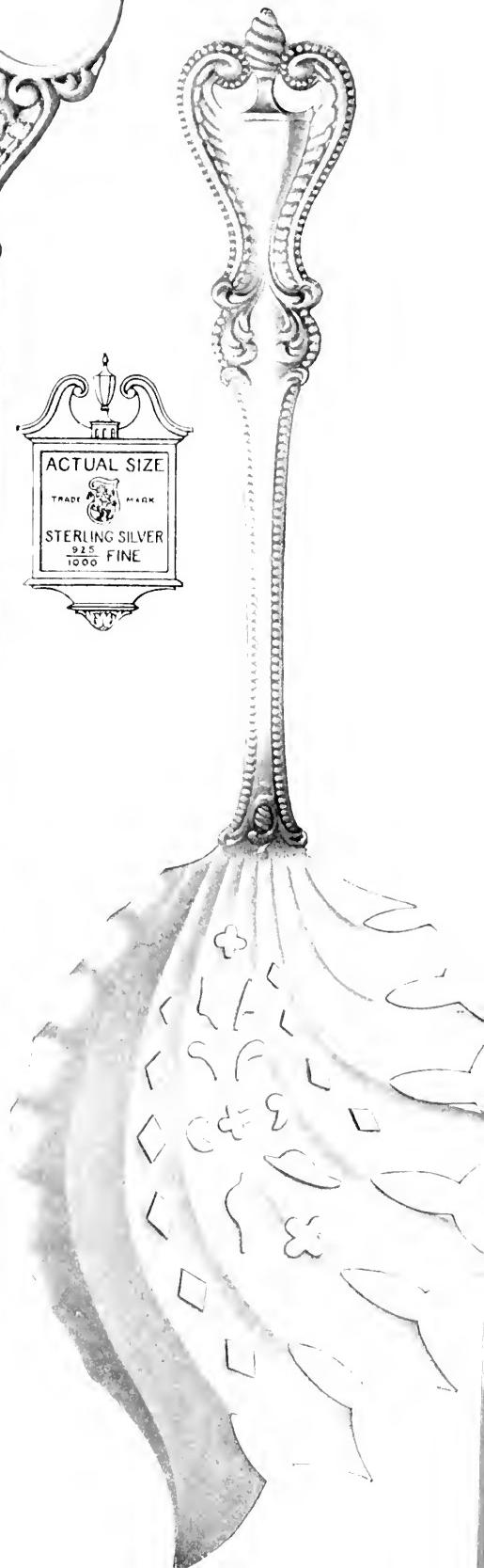
Grape Shears



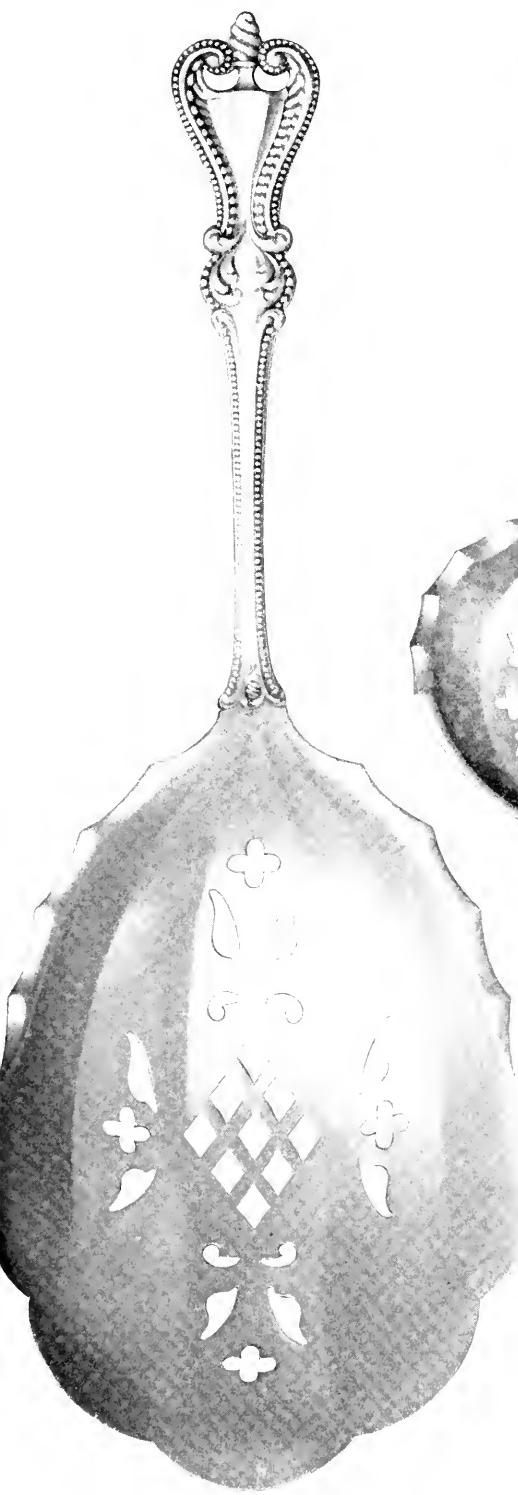
Oyster Server



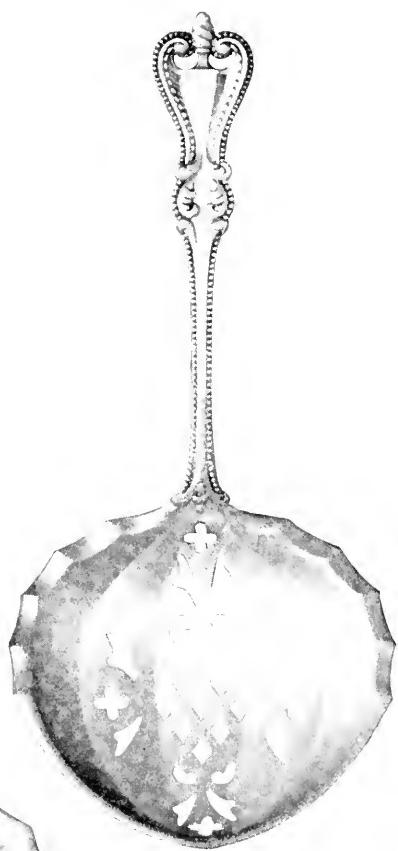
Macaroni Server



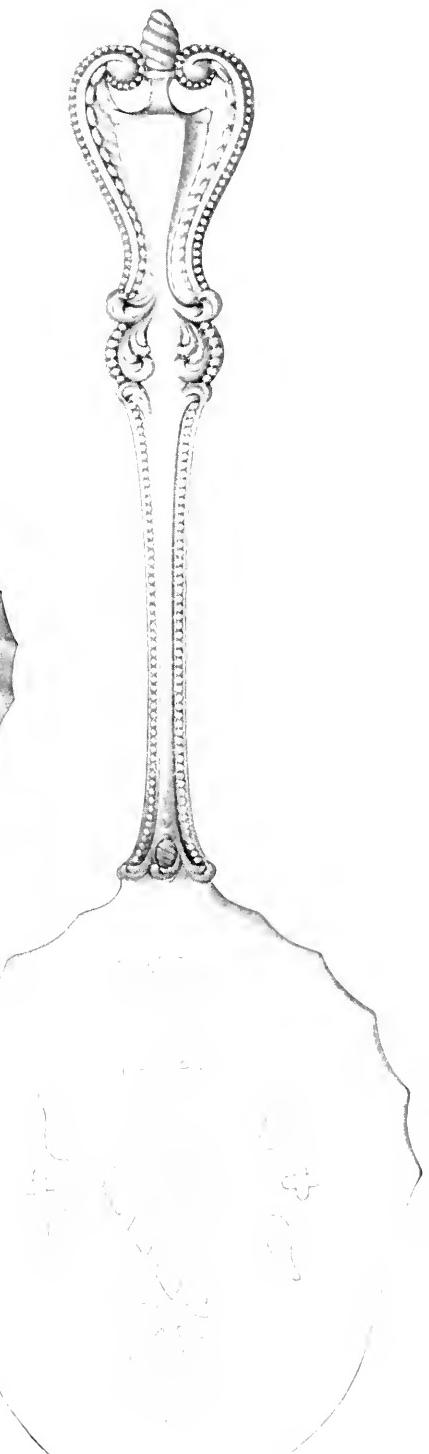
Cracker Scoop



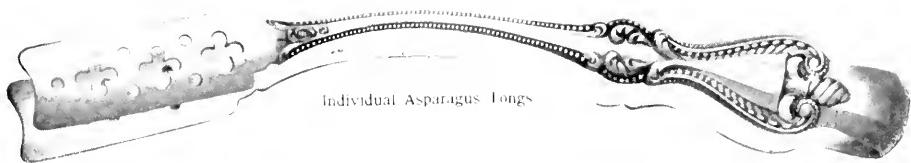
Almond Scoop

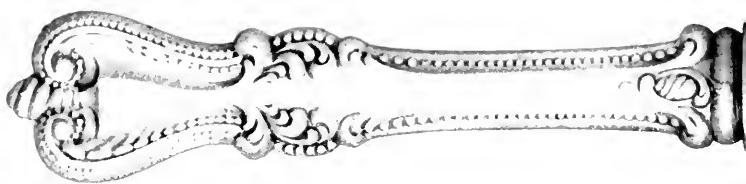
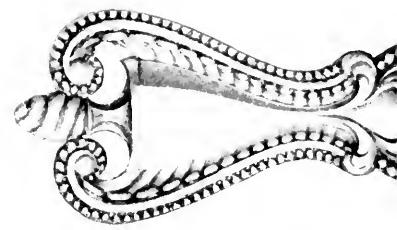


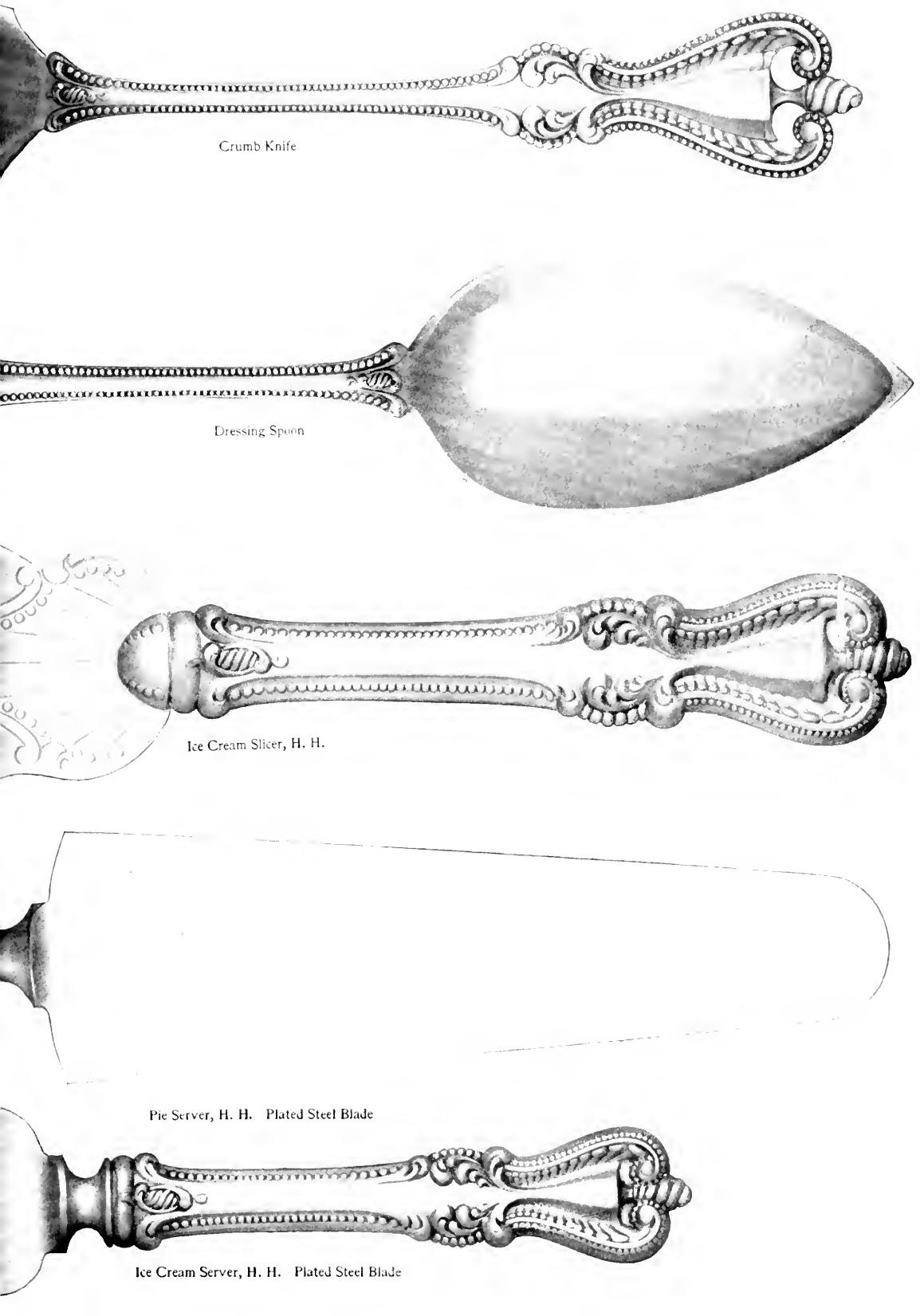
Waffle Server



Individual Asparagus Tongs







Crumb Knife

Dressing Spoon

Ice Cream Slicer, H. H.

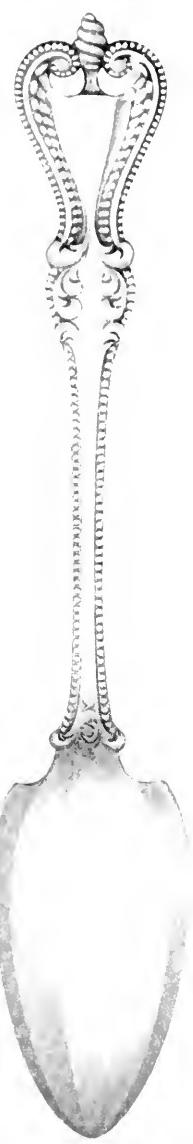
Pie Server, H. H. Plated Steel Blade

Ice Cream Server, H. H. Plated Steel Blade

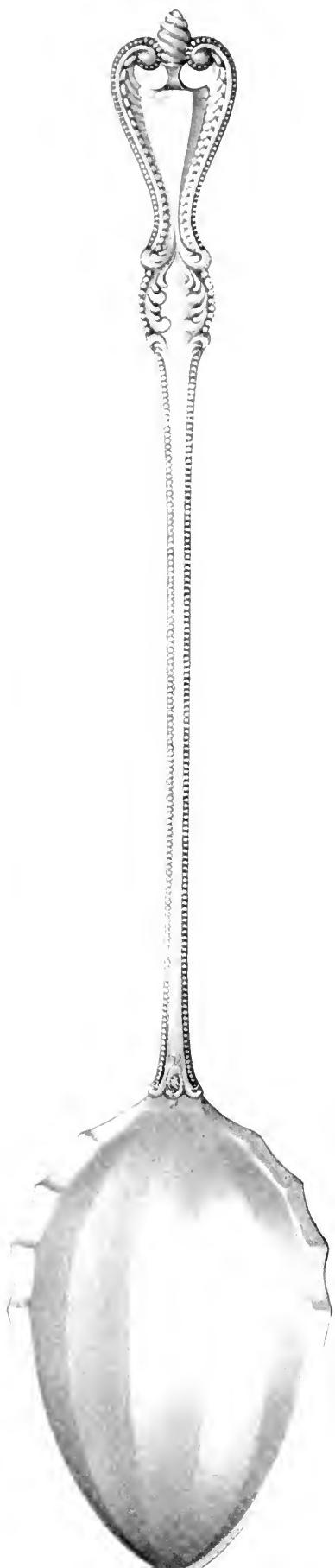
Pea Server



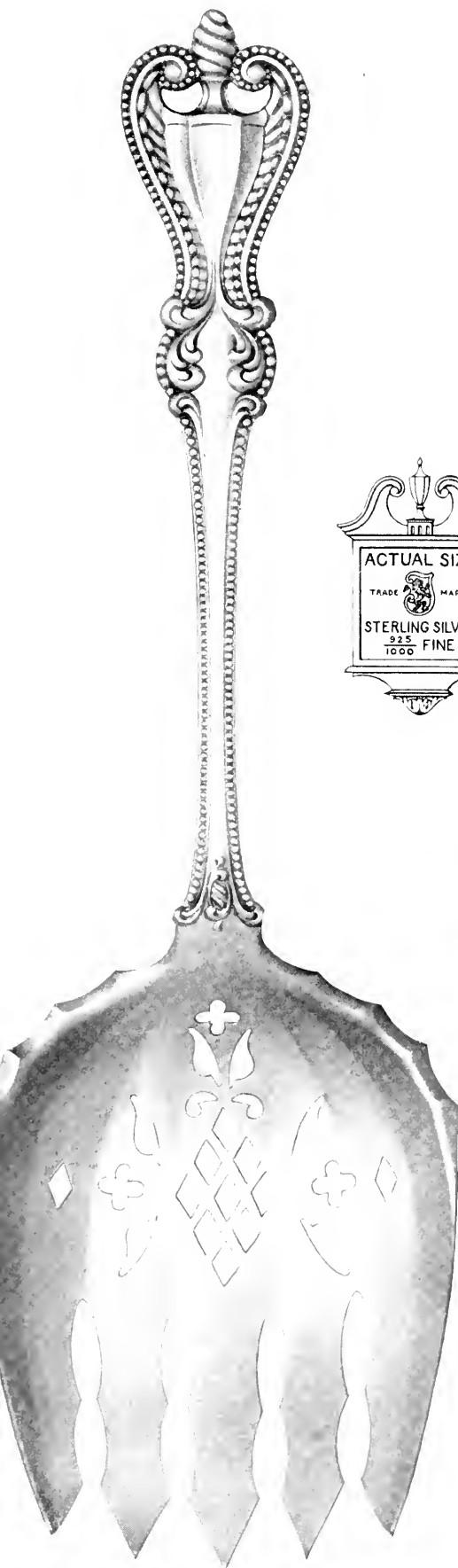
Cheese Scoop, small



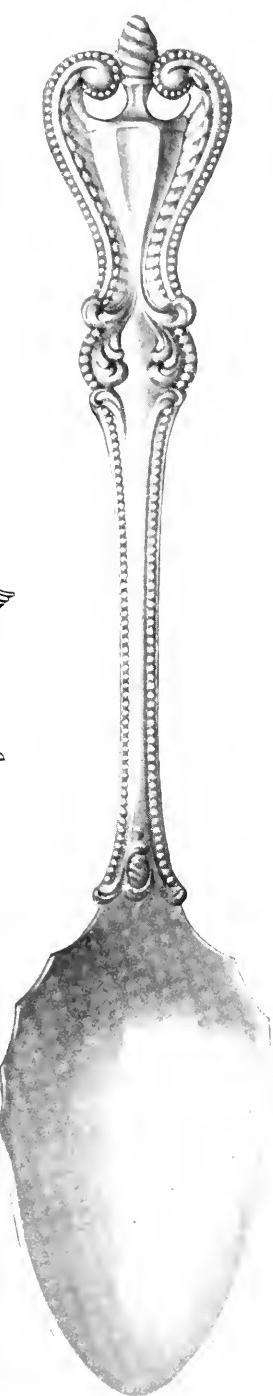
Lettuce Spoon



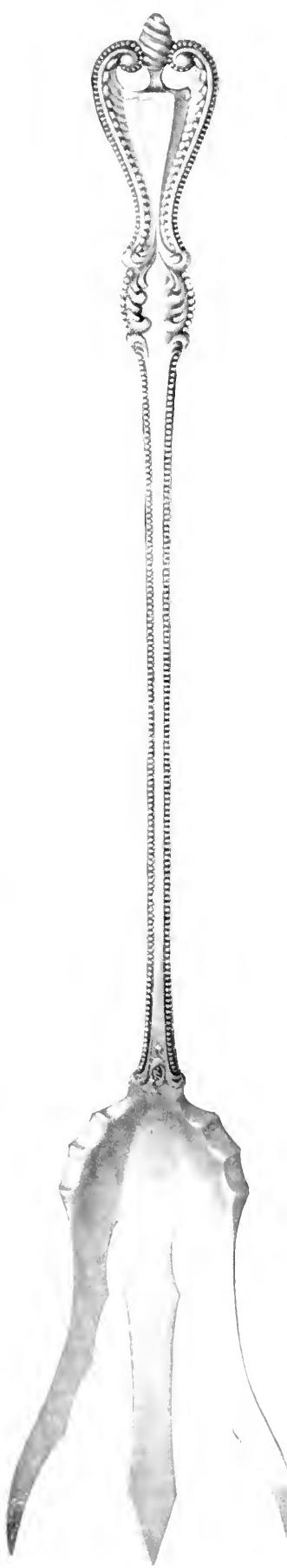
Vegetable Fork



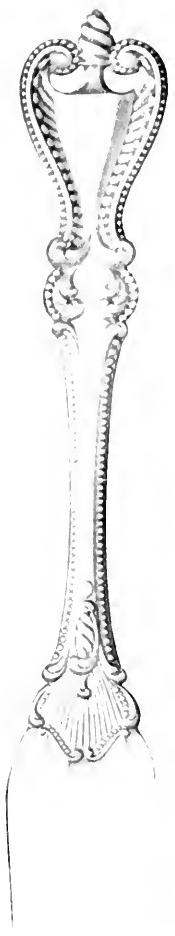
Cheese Scoop



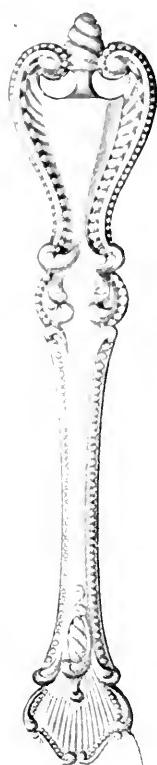
Lettuce Fork



Individual Fish Knife



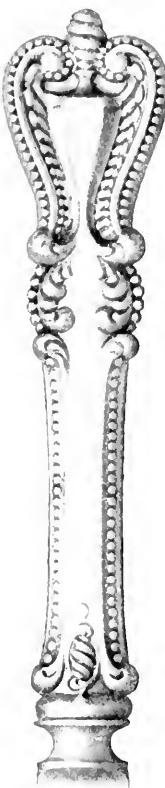
Tea Knife, flat



Butter Knife, flat



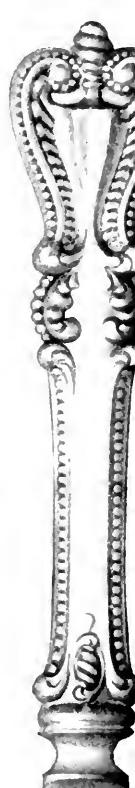
Duck Knife H. H.



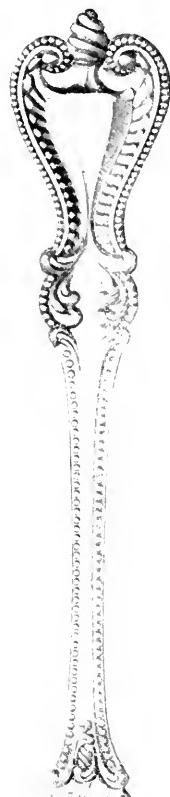
Cake Knife



Fruit Knife, H.



Cheese Knife



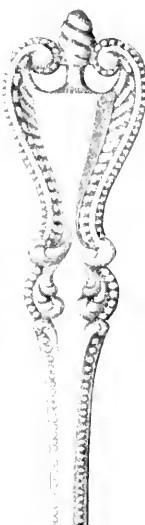
Butter Knife



Butter Knife Pick



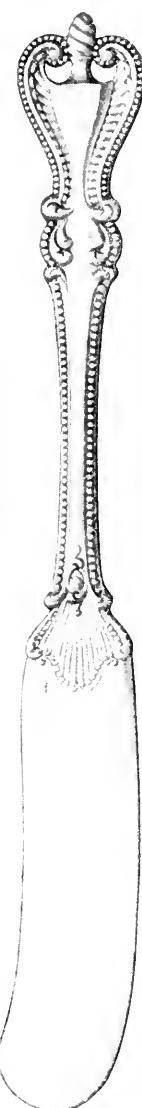
Orange Knife

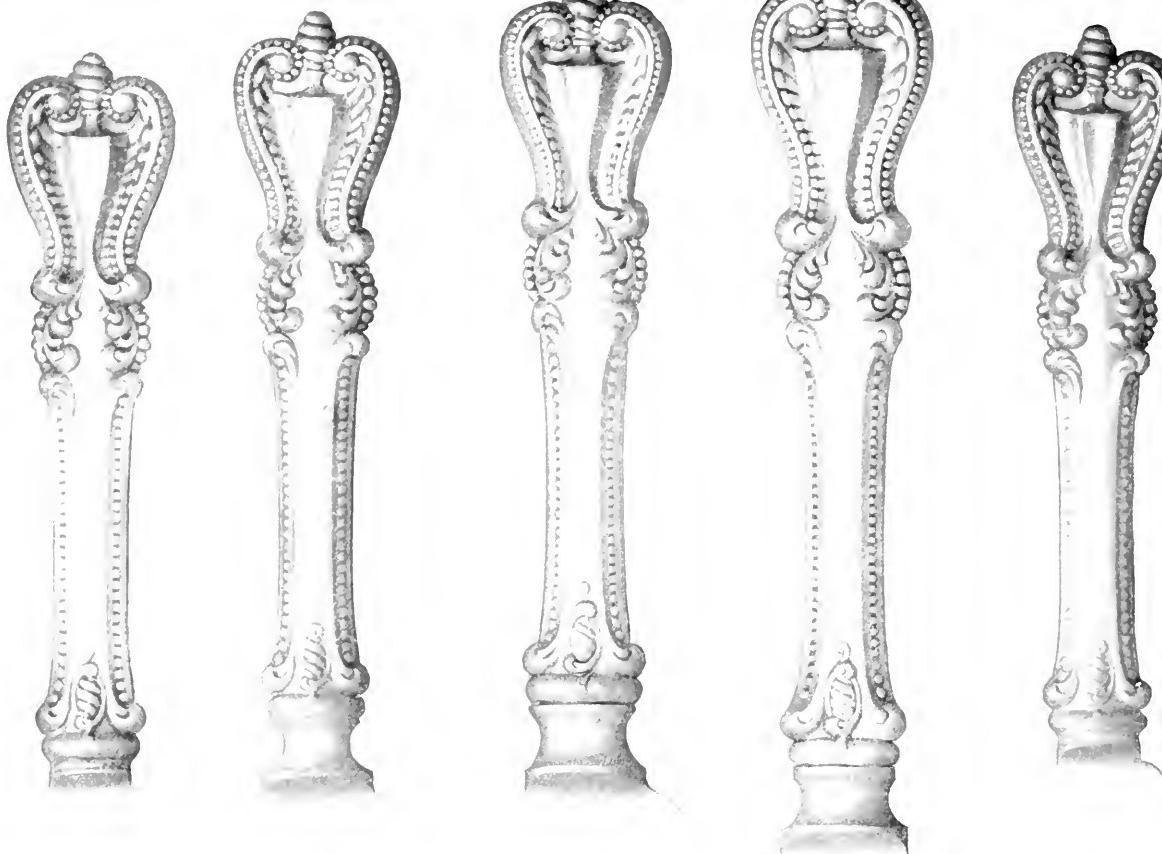


Butter Spreader, large



Butter Spreader





Butter Spreader, H. H.

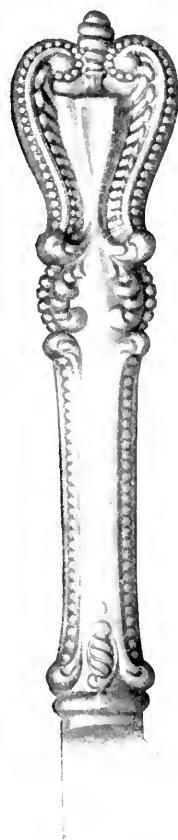
Dessert Knife

Medium Knife

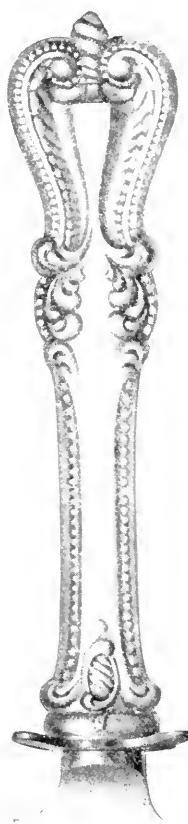
Tea Knife, E.



Orange Knife, H. H



Steak Knife



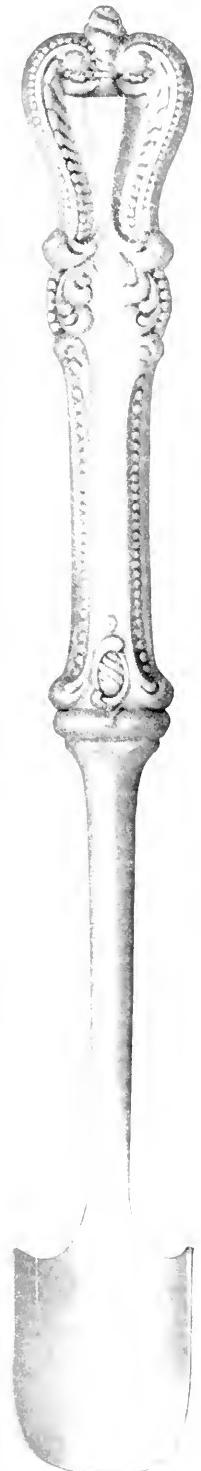
Steak Steel



Steak Fork



Cheese Scoop, H. H.

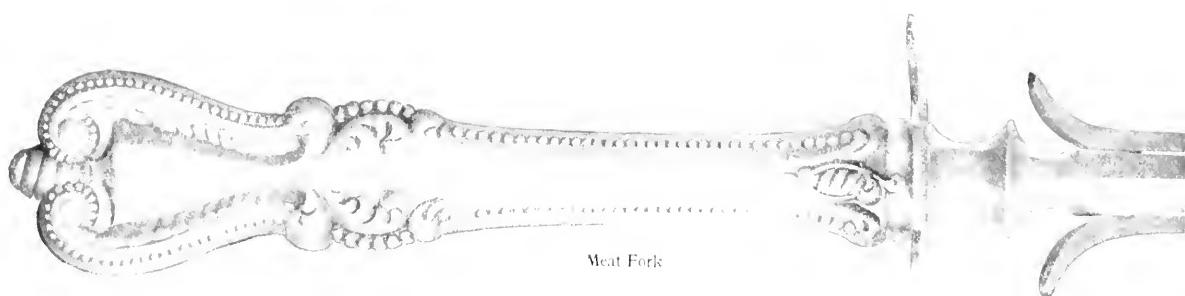




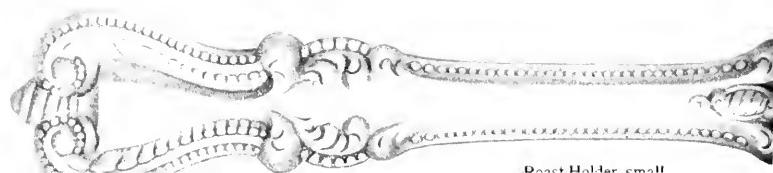
Game Fork



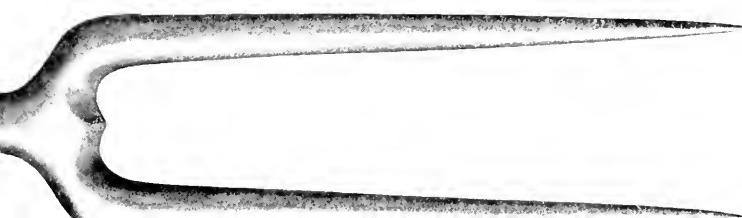
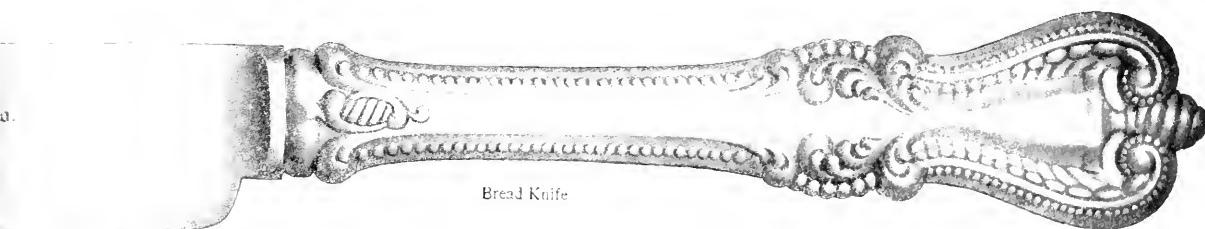
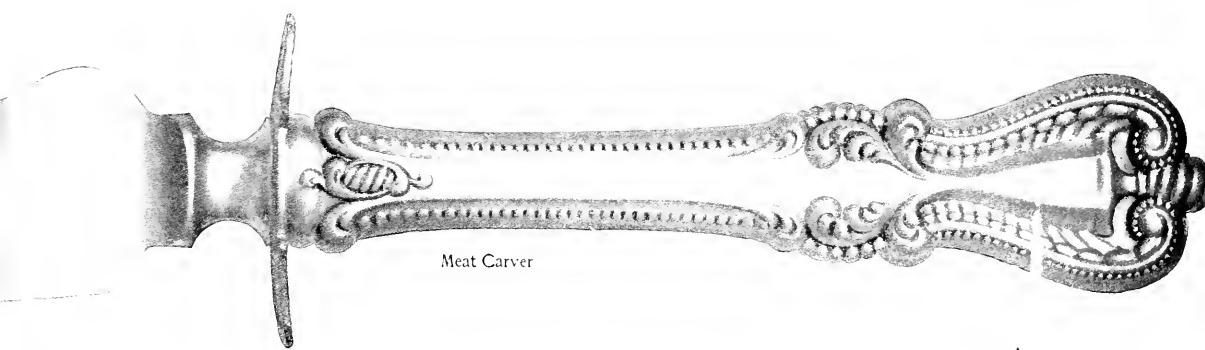
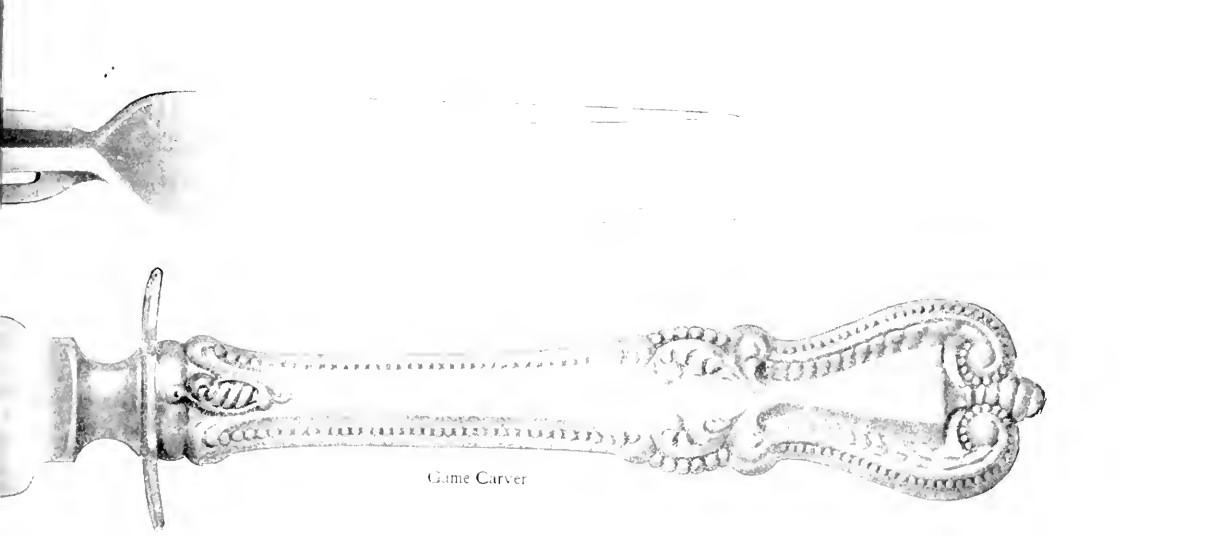
Carving Steel



Meat Fork



Roast Holder, small





Tea Set 7050

Waiter 6230

COLONIAL HOLLOW WARE

The articles shown on this and the following page exhibit the characteristic Colonial elements embodied in the preceding flat ware, and make possible complete and harmonious table furnishing in this style.

Fish Dish 4005

Water Pitcher 6755

Covered Butter Dish 4129

Bread and Butter Plate 5412



Soup Tureen 7380

Tureen Tray 7380

Dinner Plate 3020

Covered Vegetable Dish 4646

STERLING SILVER



925 1000 FINE



Coffee Pot 5531

Cream Pitcher 5530

Urn 7795

Waste 5530

Coffee Pot 5530

Sugar Bowl 5530

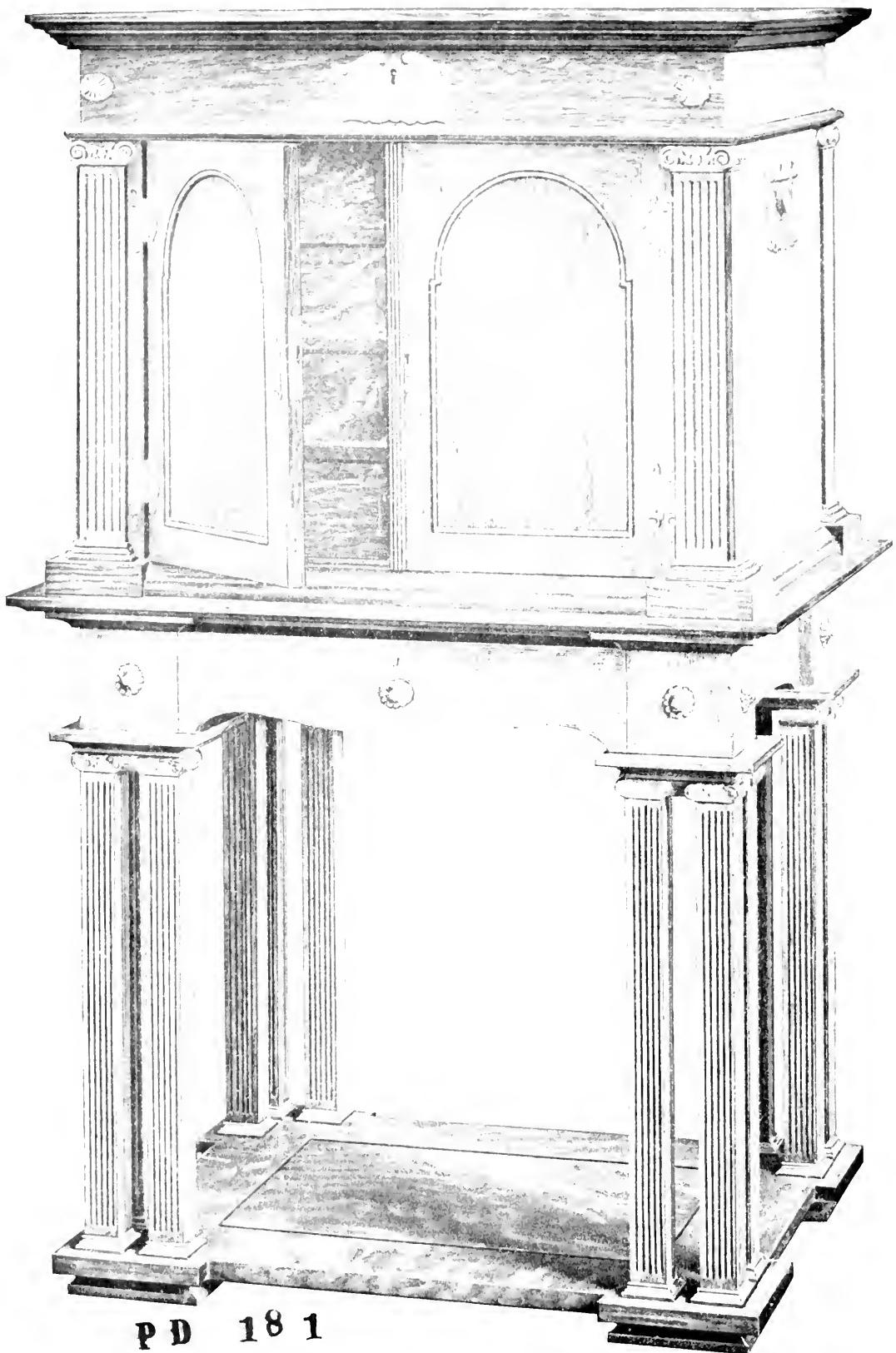


After-Dinner Coffee Set and Waiter 5515

STERLING SILVER



925₁₀₀₀ FINE



P D 18 1

COLONIAL CHEST, No. 356, WITH TABLE
Made in Oak or Mahogany





DOBBS BROS.

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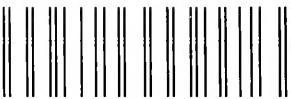
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